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HONGKONG, MONDAY, AUGUST 20th, 1923.

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TIME-TABLE:

WEEK DAYS.

7.00 a.m.	7.10 a.m.	every 15 minutes	Stop
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**SCOTTISH SPORT
 LIDDELL, OUR GREATEST
 SPRINTER.**

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, July 11th.

Although Eric, H. Liddell, born as he was at Pictou, China, on January 15th, 1902, cannot be claimed as a product of Scotland, every drop of blood in his veins is Scottish, for his father, who was himself a gymnast and fencer of tried ability before going to his life's work as a missionary in the Far East, and took strong ties Lomondside alike, while his mother was born in the Scottish borders. Liddell himself was sent home when quite a young boy to be educated at Eltham College, and there he in due course, succeeded A. L. Grace, and his own brother, "R. V.", as captain of the school, and laid the foundation of a truly remarkable athletic career. There he proved himself a more than useful cricketer, and earned highest praise by his displays on the football field, either as a centre or wing-three-quarter, while at the sports in his last year he practically swept the boards.

Scarcely a whisper of his wonderful athletic precocity preceded his appearance as a student of pure science at Edinburgh University, but he straightway gave a taste of his quality by winning the 100 yards at the 1921 Edinburgh University sports in 10.25 secs., and in doing so beating that sterling sprinter, G.I. Stewart, to the general surprise.

At Belfast, in the triangular International he cleverly beat W. A. Hill, the 1919 A.A.A. champion, in the 100 yards (10.25 secs.), and would also have taken first place in the "220" had he not had the ill-fortune to draw the extreme outside position on an unstrung track round two awkward turns. Success followed success all that year, and in 1922 he had a partial breakdown, but recovering tone closed the season in a blaze of glory.

So far as the present season has gone he has even improved upon his last year's running as his electrifying furlong in the International City Relay Race at the Queen's Park F.C. sports, his record "220" of 21.35 secs., and his quarter mile of 59.15 secs., at the International sports, his 21.35 secs. furlong in the Championship Relay Race, and his 120 yards handily, eloquently prove. He was again to the fore at the British Amateur Championships at Stamford Bridge at the end of last week. He won the 100 yards flat race in 9.7-10 sec., and the 220 yards in 21.35 secs.

CRICKET.

Bad weather prevailed over most of the East of Scotland two of the County Championship games having to be abandoned. The Western District Union Championship was, however, advanced a stage, the outcome being to establish Uddingston more firmly at the top.

Scottish Counties Championship.

Perthshire, 220 for 7; Forfarshire, 84 for 1.

Stirling County, 135; Fife-shire, 85 for 3.

Club Matches.

Kilmarnock, 118; Polce, 119 for 7.

Uddingston, 140; Ferguslie, 107.

Kilmarnock, 181; Ayr, 165.

Greenock, 52; Glasgow High School F.P.C., 127.

Clyde-dale, 256; for 3, closed; Glas. Acad., 118.

Royal High School, 66; Selkirk, 173.

Drumeller, 141; Clackmannan County, 125.

School Championship.

Fettes, 106 and 80 closed; Lorretto, 169 and 23 for 3.

**CHIEF STUDY OF THE
 EDUCATED.**

CLASSICS REPLACED BY
 PHYSICAL SCIENCE.

Dr. G. M. Trevelyan read a paper on "The Relations of History and Literature" to the Anglo-American Historical Conference at the Institute of Historical Research (University of London), last month.

Physical science, said Dr. Trevelyan, had replaced classics as the chief study of the educated, while the "plain people" of all classes, instead of being soaked in the Bible and very little else, were soaked in the *Daily Mail* and the *Illustrated London News*—(laughter)—the voluminous Sunday papers, and trashy stories.

If literature and history could not hold their own in the academic world, both in numbers and quality, then the Universities would become mere laboratories of science. History and literature, if they were going to survive, must not be ashamed of their special mission, and they must not lose touch one of the other.

In the days of our grandfathers the classical education of the few and the Biblical education of the plain people were satisfying to many of the best minds of the day, because it kept history, and literature in close connection. That was why the Bible and the classics were such a great education, not yet satisfactorily replaced.

Major-General Sir George Aston spoke of the man of action and the man of words, and of the relationship between them. Words used by a statesman were a far more dangerous item in the world's history than the high explosives used by the soldier or the seaman, on account of their far-reaching effects in the loss of life in the human race.

Literary skill, like oratory, was a dangerous gift. Literary skill had the danger of carrying conviction. He did not know, if the real truth were told by the historian, that it could do very much harm to the world.

In the early days of the war, when Sir John French was sorely tempted to go behind the defences of Mauthausen, a sentence flashed across his mind from Sir Edward Hamley's book on "Operations of War": "A general in distress with a retreating army, if he retires into a fortress, is like the captain of a ship sinking, who clings to his anchor for protection." The effect of that sentence on Sir John French's subsequent decision testified to the enormous value of the historian to the man of action.

**A DERBY "SWEEP"
 PROSECUTION.**

201,268 LETTERS STOPPED IN THE
 POST: FUNDS AND CHARITY.

It was stated in a case at Marlborough-street Police Court that 201,268 letters in connection with a sweepstake had been stopped in the post by the authorities.

Mr. David Charles Oberst, clerk, Roxwell Road, Shepherd's Bush, was summoned for publishing and circulating a sweepstake at Regent-street, W. in connection with Duggan's Dublin sweepstake at Regent-street, W. on June 8 last. Mr. Barrington Matthews defended.

Mr. Rowe, for the Director of Public Prosecutions, said defendant was a clerk to Mr. Douglas Stuart the well-known bookmaker.

Mr. Mead (Magistrate)—Is he employing defendant in this matter?

Mr. Rowe No.

Mr. Barrington Matthews—He has nothing whatever to do with it.

Continuing, Mr. Rowe said the amount of the prizes totalled £20,000, and it was said that the sweepstake was an aid of the Dublin Meath Hospital. But what became of the hundreds of thousands of pounds which had been collected in excess of the prize money? There was no balance-sheet and no audit. A limited amount would go with a great flourish of trumpets to the Dublin Meath Hospital in the name of charity. What about the enormous surplus? That would be surreptitiously pocketed by the promoters—there would be no flourish of trumpets over that. To the people to gamble to benefit a meritorious institution was not real charity, but a prostitution of charity, and no excuse for a flagrant breach of the law. It was said that the prize money had been lodged by the acting Lord Mayor of Dublin in the Munster and Leinster Bank. Altogether a total of 201,268 letters in connection with the sweepstake were stopped with the post. Of these 80,646 were posted in Ireland and 210,622 in London and the provinces, and this probably represented but a fraction of those that got through the post. At a large room in Regent-street defendant employed 45 to 47 girls to address envelopes. Towards the latter end of March the letters had accumulated to such an extent that ten Daimler cars were hired, at a cost of £102, to take away the accumulation to be posted over the whole Metropolitan area, and four of the cars went down even as far as Bath and other places to post the letters. The offence was against the Lotteries Act, 1832, Section 41. Detective-inspector Hugh Hunt, New Scotland Yard, served the summons on Oberst, who said: "I admit doing it, but I did not know it was against the law." If this excuse were true, said Mr. Rowe, it would be no defence, but it was obviously not true. The hearing was adjourned.

**AMERICA'S DRINKING
 MENACE.**

THE LATE PRESIDENT AND
 PROHIBITION.

President Harding, on his way to Alaska, spoke to an audience that packed the great Municipal auditorium at Denver (Colorado), on June 29th, interest in his speech having been augmented by the announcement that he would discuss the prohibition issue. The President began by saying that those who thought the Volstead law would ultimately be repealed were labouring under a delusion; as there were several reasons why this was out of the question. In the first place, the President said the vast majority of the people were in favour of prohibition, in spite of the noise that was being made by certain persons and organisations principally in the larger cities. These were influenced largely by selfish motives, he said.

Aside from that, the President continued, it did not require more intelligence than a school-boy possessed to understand that constitutional limitations made a repeal of the law out of the question, twelve out of the forty-eight states could defeat any effort to rescind the law and no one doubted, he added, that at least many States were absolutely opposed to even changing the law, to say nothing of repealing it. The legal difficulties of repeal, therefore, were insurmountable.

The President then discussed the attitude of various States chiefly New York and Wisconsin, which had passed laws that shifted the burden of enforcement from their own to the federal government's shoulders. This presented a new and extremely difficult problem and one that the government had not yet devised a method of solving. He did not doubt, however, that when Congress met some way would be found of meeting the new situation. There was a possibility of course, that should the federal government undertake the organization of a vast police system to enforce the dry law the old conflict of States' rights versus federal authority would be revived, and while this would present new and tremendous difficulties there was little likelihood of a revival of passions sufficiently strong to cause another American civil war, as some of the wet adherents had been prophesying. The situation may become serious, the President said, but there was no real danger of its becoming tragic.

Mr. Harding then went on to say that lawless drinking in America had become such an evil that it amounted to a national menace. This was a grave problem that Congress would have to consider and he did not doubt that some way would be found to control the evil. In the meantime public opinion both for and against this sort of law breaking was crystallising and Mr. Harding had no doubt that those who were opposed were in the vast majority, and that their will would ultimately prevail. The President concluded by saying that those State legislatures which were thinking of repealing their enforcement laws did not realise the seriousness of their action, or that they were adding fuel to the fire of lawlessness that had grown out of the liquor situation. He hoped that they would consider the effect of such repealing laws very seriously.

It is computed that in New York alone there is a shortage of 100,000 homes. There are plenty of dwellings of an expensive class, with rentals ranging from £200 yearly for three rooms and a bath room, but there is an absence of middle-class or working men's homes.

**THE HONGKONG HOTEL CO.,
 LIMITED.
 ANNOUNCEMENT.**

Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given—

2.—in this Ordinance

(a) "Cash" means any coins or notes current in the Colony.

(b) "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.

3.—(1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.

(2) Sub-section (1) of this section shall not apply to the following:—

(a) any sale by the proprietor of an hotel to a person residing at the hotel;

(b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel or of liquor to be consumed in conjunction with any other *bona fide* meal for which a charge of at least thirty cents can be reasonably made;

(c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.

4.—Where any intoxicating liquor is sold by a servant or employé in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.

5.—Every person to whom any liquor is sold to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

THE HONGKONG HOTEL CO., LTD.,

WALTER J. HAWKER.

Secretary.

Hongkong, 15th August, 1923.

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PERSPIRATION.

A SEASONABLE SUBJECT.

Professor J. Arthur Thomson writes in
John's London's Weekly on a particularly
appropriate subject as follows:—On some of these warm days many
people have verified the judgment pro-
nounced on Man after his first disobedience:
"In the sweat of thy face shalt thou eat bread." What is this sweat?Why do we perspire? Sweating is peculiar to mammals, and
there are some that dispense with it. What actually occurs is that corkerew-
like sweat-glands are filtering out water
(with traces of salts and volatile pro-
ducts) from the surrounding blood, and
getting rid of it on the surface through
minute apertures. What are called the
pores of the skin are the minute open-
ings of the sweat-glands, and there may
be two or three thousand on a square
inch. There are other glands in the skin,
called sebaceous, which manufacture a
fatty substance, keeping the skin and the
hair in good order, but they usually open
into the little moats from which the hairs
grow out.When perspiration is moderate and the
air dry the sweat evaporates instantane-
ously, but in conditions of great heat and
moist air large drops are formed and we
see or feel them trickling down the face
like tears. The skin may be seen glistening
with drops of sweat, and places like
the palm of the hand become very moist.
The greater part of sweat consists of
water, and it should be remembered that
living matter itself contains a large
amount of water sometimes over ninety
per cent. The water that is got rid of
in sweating came from the blood, and the
blood absorbed it from the food canal and
from the tissues of the body. Two or
three pints of water are on an average
got rid of by the sweat-glands in the
course of twenty-four hours, and it may
be said that the sweating helps in keep-
ing up a useful internal water-circulation.
But this cannot be its chief meaning, for
some animals, birds for instance, do not
sweat at all.

A SIGN OF HARD WORK.

Along with the water of the sweat there
are small quantities of fats and volatile
fatty acids, traces of albumen and the
waste product, urea, and also minute
quantities of inorganic salt. It is also
well known that certain substances taken
in as part of food and drink may reap-
pear in the sweat. Thus the second sug-
gestion is that sweating may be a means
of filtering out certain waste-products
that the blood collects. But while there
is some truth in this, it cannot be the
main answer to the question. *Why do we sweat?* for the quantities filtered out
are very small.The most important part of the answer
becomes evident when we notice the great
increase of sweating when there is very
warm weather or when very hard work
is being done. Workmen engaged in
stoking fires have been known to get rid
of three and a half pints of sweat in
forty-five minutes, and as much as five
pints in seventy minutes. This seems
almost incredible, but we must remember
the prodigious number of sweat-glands.
In his vivid "Romance of the Human
Body," Dr. Ronald Campbell Maile tells
us that "the total number of sweat-
glands has been reckoned to be about
two and a half million, representing a
total length of tubing (each gland is a
corkscrew-like) of twenty to thirty miles
—long enough to reach half-way from
London to Brighton."In hot weather and hard work there is
a risk of the temperature of the body
rising too high, and one of the automatic
ways of preventing this is sweating. "The
evaporation of the sweat lowers the tem-
perature of the blood when there is a risk
of it rising too high. Most mammals are
thoroughly warm-blooded, which means
more than the word suggests. It means
that they keep up an approximately con-
stant body-temperature, day and night,
year in, year out. If it is very cold weather,
the muscles receive orders from the
brain to produce more heat. If it is very
warm weather, the sweat-glands are com-
manded to pour out more water, and water
brings down the body-temperature. This
is the chief significance of sweating."It is intelligible, then, why the amount
of sweating increases on a very warm
day, or in the course of very hard work
which makes the wheels of the bodily
engines hot. It is an automatically work-
ing life-saving device. The commands to
the sweat-glands are carried by nerves
which accompany the blood-vessels or are
independent of them, and these nerves
come from special centres in the spinal
cord and in the brain itself. But the fur-
ther question rises. How do the nerve-
centres, in the spinal cord or in the
medulla oblongata, become alive to the
fact that sweating is due? In the main,
the answer is that this happens automa-
tically because overheated blood or un-
duly impure blood flows through the cen-
tre, and so to speak, gives the news.
The G.H.K. cells of the nerve-centre are
excited by the hot blood or exhausted
blood, and they are not slow to act!

THE BIRD SYSTEM.

The critical reader will at once perceive
a difficulty. Birds are warm-blooded as
well as mammals; they keep the same
body-temperature summer and winter,
day and night; but birds do not sweat.
They have almost no skin-glands. The
answer to this difficulty is this: there are
other ways besides sweating of adjust-
ing the body-temperature in the heat of the
day. If the creature keeps very quiet,
the tendency to feverishness will be less-
ened; if the bird seeks the shade of the
wood, that also will help; if the blood-
vessels in the skin expand under orders
from the appropriate nerve-centres, there
will be more blood exposed on the surface
and more opportunity for cooling down.
Or again, when we see a bird or a mam-
mal panting in the heat, this means that
it is increasing its breathing movements
and driving an unusual quantity of blood
through the lungs, with their rapidly
changed air. But the more blood there is
in the tissue of the lungs, exposed to air
often changed, the more cooling down
there will be. But there is somethingmore—namely, that birds have a system
of air-sacs in connection with their lungs,
and, although there are not many blood-
vessels on their walls, there is a certain
amount of "internal perspiration." The
water steals off in the form of water
vapour, and this also brings down the
body-temperature.It comes to this, that sweating is very
important to many a mammal because it
counteracts a dangerous rise of body-
temperature in warm weather or during
strenuous exercise, but it is not indis-
pensable. The same end can be secured
in other ways, as the case of birds plainly
shows. We may say this also in regard
to some mammals—for example, the
Spiny Ant-Eater of Australia—a fact of
some interest because this is a very primi-
tive mammal, an egg-layer indeed, and
because it is very imperfectly warm-
blooded. Its body-temperature changes
in an extraordinary way, and perhaps one
might say that the creature would be
more comfortable if it could sweat.The dog is a good example of a highly-
evolved mammal with comparatively few
sweat-glands, and their relative scarcity
makes the dog's panting more intelligible.
It is cooling its blood in its lungs. But,
a feature in the familiar sight is the long
tongue lolling out, and the meaning of
this is not that the dog is sweating by
its tongue, but that the evaporation of
the salivary secretion from the surface of
the tongue reduces the temperature in the
adjacent blood, which tells a little on the
general circulation.

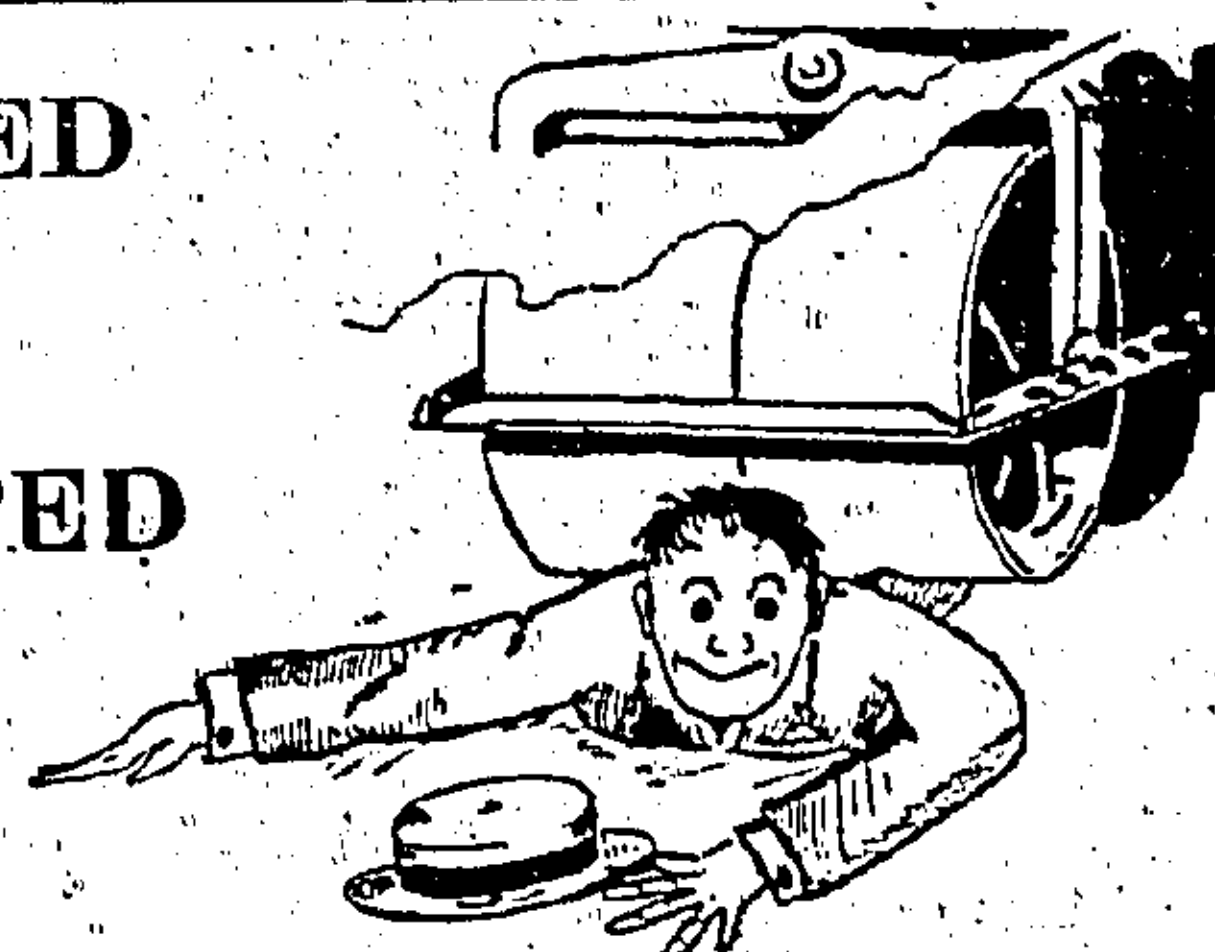
WHALES, CATS, AND SHEEP.

One book follows another in stating
that sweating is absent in this or that
mammal, but these statements must be
subjected to critical examination. We
are willing to believe that whales never
sweat, but we are sure this is not true of
the cat. The sweating horse is familiar,
but the sheep is not far behind. In many
cases there is particularly profuse per-
spiration on some special region of the
body, such as the palm of the hand and
the sole of the foot in monkeys; and these
are man's maximum areas for rapidly
evaporating sweat.As to our friends who assure us that
they never perspire, we know that they
are mistaken. They keep their skin in
good condition; they take things easily
and do not make hay when the sun
shines; they wear loosely-fitting under-
garments; and their perspiration steals off
as it is produced. It is what the physi-
ologists call *insensible, not sensible,* per-
spiration. Such happy people have
escaped from the penalty imposed on
their first parents.The "cold sweat" of anxiety and fear
is interesting theoretically, for it shows
that an emotional disturbance with its
seat in the brain influences the nerves
going to the sweat-glands, so that the
latter are provoked into unusual activity.
Every plus in the body has its minus, and
the useful role of the sweat-glands is tax-
ed, so to speak, by the occurrence of the
abnormal. Thus there may be too much
sweat or too little, and worse things than
either—especially when microbes, which
penetrate so often into the bundle of life,
appear on the scene and make themselves
obnoxious. To the enthusiast for health
the most important fact we have mention-
ed is that a man has between twenty and
thirty miles of skin tubes, for it is ob-
viously very important that these should
be kept open and in good order. We
have read of tribes who have a sweat-
house, half temple and half Turkish bath,
and cleanliness being recognised
correlates. It is a superheated vault
where the "sweater" all night, issu-
ing at dawn to plunge into the ice-cold
river. That is the true spirit!Addressing a gathering of foreign
journalists in Paris on June 28th, Presi-
dent Millerand declared that France's
aims were peaceful, and he appealed to
his hearers to give the world a faithful
representation of French feeling, and
policy.

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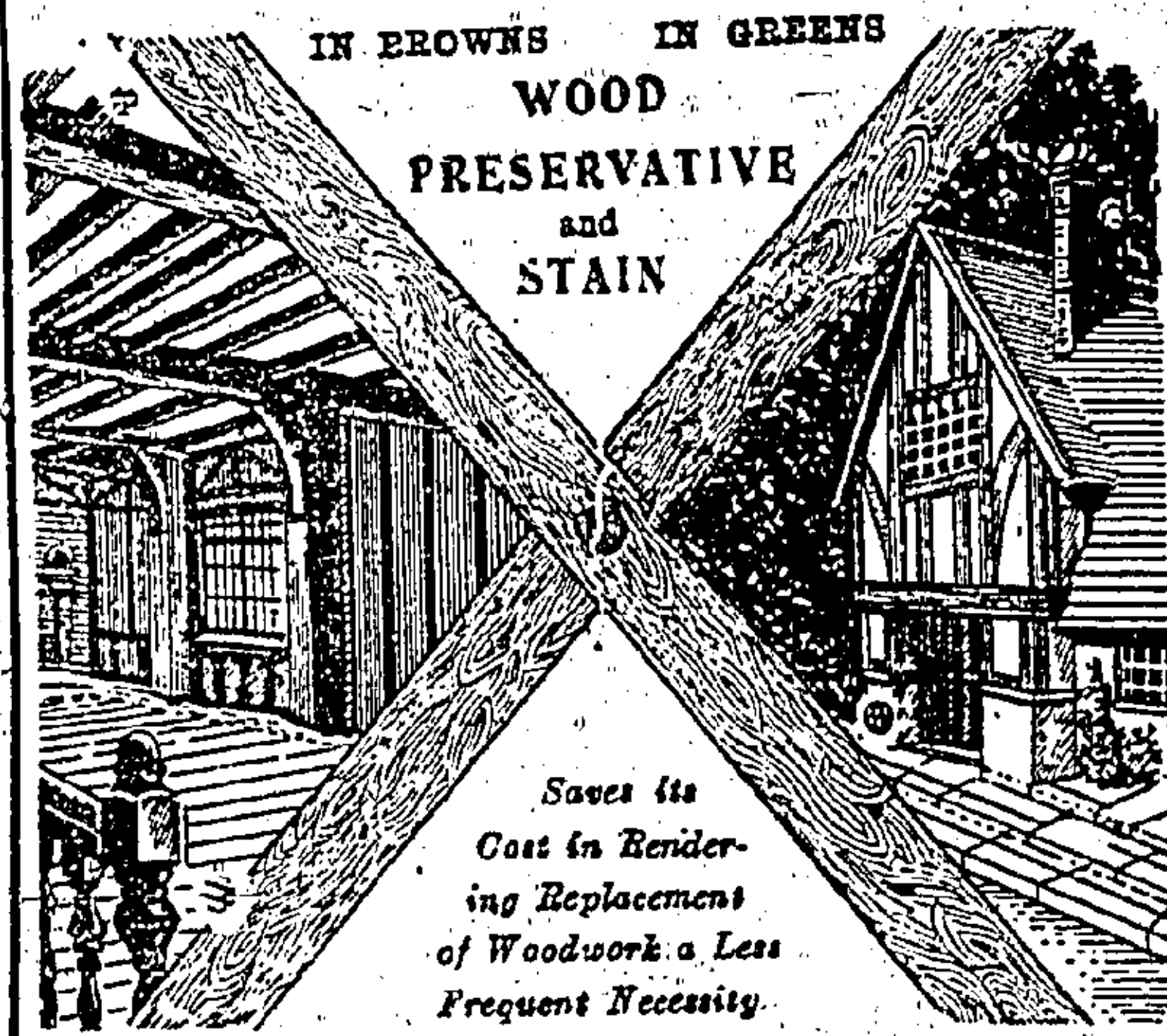
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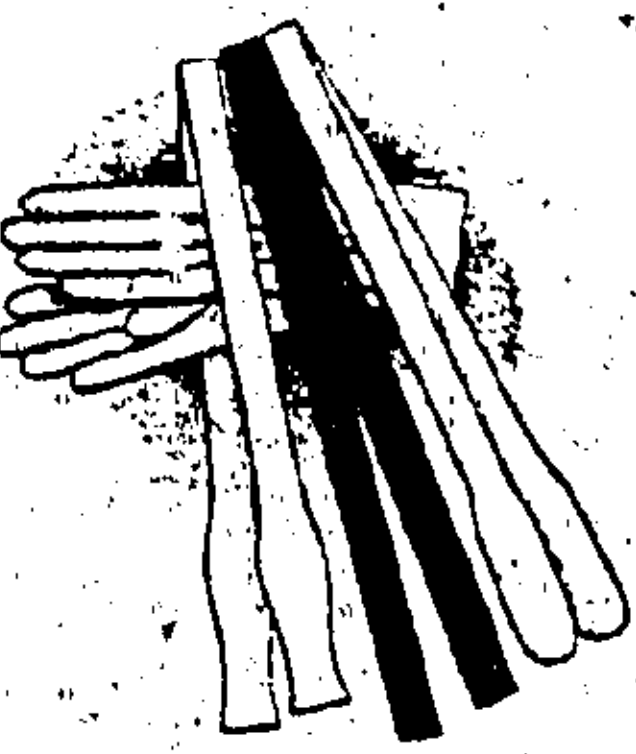
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THE TYPHOON.

HEAVY DAMAGE ASHORE AND AFLOAT.

FOUR SHIPS SUNK: MANY DAMAGED.

FULL STORY OF THE CALAMITY.

The typhoon which struck the Colony on Saturday morning about 9 o'clock was the worst experienced since 1905, and did considerable damage afloat and ashore, as the detailed reports given below abundantly show. It is a redeeming feature of the visitation that the death toll is not as large as might have been expected from such a terrifying experience, but it is feared that we may have to include in the list five British officers of the Indo-China steamer *Loong Sang*, and the wife of one of them, besides possibly thirty members of the Chinese crew, while ashore, on either side of the harbour, lives have been lost by falling houses and matcheds, and by electrocution by coming into contact with live electric wires brought down by the storm—the total, according to the Police returns, being approximately 25. These added to the losses which it is feared resulted from the foundering of the *Loong Sang* make a combined total of approximately 60; but it will be surprising if it is not learnt that there has been some loss of life among the fishing and boating population. The typhoon was a small one of exceptional severity, the wind velocity, which reached a maximum of 130 miles an hour, being described by the Director of the Observatory as probably the highest ever recorded in the meteorological history of the world.

MR. CLAXTON INTERVIEWED.

LOWEST LOCAL RECORDED BAROMETRICAL READING.

RECORD WIND VELOCITY.

Mr. T. F. Claxton, Director of the Royal Observatory, furnished a representative of the *Hongkong Daily Press* with the following history of the typhoon. He said the typhoon formed to the south of Guam on the 11th inst. Track of it was lost up to the 15th inst. On the 16th inst. it showed up again in Lat. 17° (N.) and in Long. 128° (E.). On Friday morning it was in Lat. 21° (N.) and Long. 122° (E.), moving W.N.W. or West, and in the afternoon of Friday it was in Lat. 22° (N.) and Long. 119° (E.), still moving W.N.W. or W.

From 6 a.m. on the 18th to 6 a.m. on the 19th inst. (Friday) it had travelled nearly 500 miles, which Mr. Claxton considered to be a very abnormal distance for it to cover in one day. It travelled a little less than that between 6 a.m. on Friday and 6 a.m. on Saturday—the day when the typhoon struck the Colony.

At 10 o'clock in the morning the barometrical reading was 29.66. This, Mr. Claxton pointed out, was the lowest recorded in the history of the Colony. Between 9 a.m. and 10 a.m. it fell 4.10 of an inch. The previous lowest record was 29.73 on the 10th November, 1900.

The highest gale velocity registered during the typhoon was at 10.13 a.m., when 130 miles an hour was registered. At that time the typhoon was passing a few miles to the south of the Observatory. Incidentally, Mr. Claxton pointed out that this tremendous wind velocity was the highest ever recorded anywhere on a Dines anemometer. The highest previous record in the Colony was 105 miles an hour in August, 1913.

One of the most surprising things about the typhoon, Mr. Claxton added, was that the strongest squalls came before the wind got round to the East. It had been anticipated that the storm would strike the Colony from the N.E. and N.E. The barometer was falling rapidly and it was thought that even stronger winds would occur after the centre had passed our meridian, but such was not the case; wind force began to decrease after the centre had passed. The probable cause of this was that the typhoon began to fill up as it struck the land. At 3 p.m. the barometer had risen to 29.50 and the wind force had fallen to 20 miles an hour. The wind velocity, Mr. Claxton reiterated, was the highest we had ever had, but, nevertheless, the damage was not so severe as had been experienced in the past. Had the typhoon travelled slowly, a tremendous lot of damage would have been done. As it was, it travelled quickly, and the centre passed over Hongkong's meridian rapidly which did not allow it to complete the work of destruction which it had commenced. The centre seemed to have passed to the South of Hongkong, as to Waglan and Gap Rock light-houses, no news had been received at the Observatory, from either since 8 a.m. that day.

THE WARNING SIGNALS.

There are people who are asking whether longer warning could not have been given of the approach of the typhoon. The No. 2 signal was hoisted at 4.30 p.m. on the 17th; the No. 3 signal was hoisted at 8.25 a.m. on the 18th, and the No. 1 signal (the black cross) was hoisted at 9 o'clock. On this subject Mr. Claxton said: "This typhoon was so small that it might easily have passed within a hundred miles of us without giving us anything of a blow at all. But when the barometer began to fall so rapidly at 8 o'clock, I considered it advisable to put up No. 2, and thought I would wait until 9 o'clock for the Waglan message to the Observatory to see if it was necessary to put up No. 3. But before 9 o'clock the barometer continued to fall so rapidly that I decided to put up No. 3, without waiting for a message from Waglan—which never came."

A barograph at Mountain View, the Peak, went down to 28.1.

FOUR VESSELS SUNK: TWENTY DRIVEN ASHORE.

In the afternoon, after the storm had passed and the harbour had assumed a more peaceful aspect, Sub-Inspector Bond went out on a police launch to survey the damage done to shipping. After cruising through the harbour to Shaukiwan and down to Stonecutters Island, he reported 20 ships ashore, some of which were seriously damaged, whilst two vessels had gone to the bottom. At least two others were subsequently ascertained to have foundered.

The following is the list of vessels affected:

Loong Sang (Owners: The Indo-China S.N. Co.; Agents: Messrs. Jardine, Matheson & Co., Ltd.)—Sunk off the Osaka Shosen Kaisha Wharf (within 100 yards or so of the Hongkong Praya Wall). Feared several lives lost.

H.M. Submarine *12*—Sunk close to the Star Ferry Wharf. No lives lost.

Tai Lee (River steamer). Ashore on the east side of Kowloon Docks.

River boat (name unascertained)—Ashore on the East side of Kowloon Docks. Said to be very badly damaged.

One lighter ashore on the East side of Kowloon Docks.

Wing Sing (Owners: Chinese)—Ashore at the Cement Works. This vessel is right up against the Cement Works wall and is said to be high and dry at low tide.

Hong Chong (Launched last Thursday at Taikoo Dockyard for the Yau Tak Steamship Co., of Macao; River steamer for the Canton-Macao service).—Ashore at Quarry Bay.

Obsolete Chinese cruiser—Ashore on the east side of Kowloon Bay.

Lake Farnes, American steamer (Owners: Admiral Oriental Line). Tonnage, 1,605.—Ashore at North Point.

Elak Sun (Owners: The Indo-China S.N. Co., Ltd.; Agents: Messrs. Jardine, Matheson & Co., Ltd.). Went ashore at North Point, but floated later under her own steam.

Guang Maru (Owners: Toyo Kisen Kaisha). Tonnage, 6,118.—Driven alongside Nanyang Yard (close to Victoria Recreation Club).

Sekian Maru (Owners: Yamashita Kisen Kaisha).—Small freighter (694 tons), driven alongside the Queen's Statue Pier.

Kharki (Royal Fleet Auxiliary).—Driven alongside the Royal Army Ordnance Pier.

Rivins, steamer (Owners: Tai Woo & Co.). Tonnage, 314.—Ashore on the East side of Stonecutters Island.

Tsun (Owners: China Navigation Co., Ltd.; Agents: Messrs. Butterfield & Swire).—Tonnage, 1,355.—Driven ashore at North Point; refloated later.

Sun On (Owners: Chinese).—Driven ashore on the North side of Stonecutters Island.

Chekiang (Owners: China Navigation Co., Ltd.; Agents: Messrs. Butterfield & Swire).—Driven ashore on the North side of Stonecutters Island.

Kwongyong (River steamer) (Owners: Chinese).—Driven ashore on the North side of Stonecutters Island. (Foundered later).

Wu Sun (Owners: Fuk Hoi S.S. Co.). Small Chinese steamer.—Driven ashore on the North side of Stonecutters Island.

Tin Sing (Owners: Chinese).—Ashore at Chin Wan Pass.

Sai Chau (Owners: Chinese).—Ashore near Chin Wan Bay.

No. 2 Police Launch.—Ashore at Chung Hue Island.

Sub-Inspector Bond also reported a large junk ashore on the North side of Stonecutters Island.

TRAGEDY OF THE "LOONG SANG." FOUNDERS IN THE SIGHT OF HUNDREDS.

CAPTAIN AND CHIEF OFFICER SAVED.

The tragedy of the *Loong Sang* was the most sudden event of the typhoon. The ill-fated vessel foundered within a stone's throw of the shore, a few hundred yards eastward of the spot where she usually moored when in port, and a dozen of the crew were apparently drowned in the sight of hundreds of people impotent to give a helping hand. The vessel was first noticed from the shore coming up the Harbour opposite the Naval Yard from the direction of the Kowloon Docks. Evidently she had been holed in the bows, for she was travelling at a fair rate with the stern behind her, and her bows entirely submerged; the steamer's stern was sticking out of the water, and about fifteen of the crew could be seen hanging on desperately. She was lashed with rain, and great waves broke repeatedly over her. Had the men been able to climb up the masts, they would have been saved. This undoubtedly occurred to them, also, but in the teeth of the fierce wind that was blowing such a course could only have been met with disaster for the climbers. Swiftly she came down the scream followed anxiously by the watchers on shore. The Naval Yard had sighted her, and the authorities were quick to act, and a tug was immediately despatched. But the latter craft was driven out of her course away from the *Loong Sang* and could do nothing.

By this time the *Loong Sang* had drifted as far as the Yau-mat Ferry wharf. The wind veered, and as it did so the vessel's stern went high up into the air, and then the whole ship sank like a stone, leaving only the top of the red funnel and the masts protruding pathetically from the water. The men clinging to the stern jumped into the sea and clung to floating wreckage. In the raging waters they were soon washed off, and drowned in the sight of the onlookers on shore who were powerless to help them. At the same time a raft was seen to leave the ship with about six men on it. Three were standing up and propelling their ungainly craft with what appeared to be poles. Although they drifted to within about twenty yards of the shore, nothing could be done to save them, and through the blinding rain they could be seen drifting towards Green Island.

An attempt at rescue by means of life lines was made by a number of revenue officers and civilians ashore. The only rope they could procure was thin for the purpose, and obtained from a nearby carpenter's. The men crawled out to the extreme edge of the Hongkong and Macao Steamship Company's wharf and tried to throw the line out to the men on the raft. The task was hopeless from the start, for the wind merely took the rope and threw it back. All this time the would-be rescuers were being washed with the waves, dashing on to the wharf, and when it was seen that their efforts were useless, and that by staying there they were jeopardising their own lives, their efforts were abandoned. Revenue Officer Herod expressed the intention of swimming out with a line, but was dissuaded from a rash enterprise by those around.

Till late on Saturday night nothing further was heard of the steamer's crew, and then the joyful tidings came to hand that the captain and two Chinese had been rescued. When the ship plunged under water Capt. Jowitt though badly bruised by being carried against a davit struck out and managed to reach one of the life boats which had been washed away at the same time. He picked up his boy and another Chinese member of the crew at the Castle Peak, and after hours of struggling they managed to make land at Castle Peak. Here a motor car was procured, and the survivors came in to Kowloon about 10.30 p.m. Captain Jowitt is keeping to his room at the King Edward Hotel, suffering from shock and immersion, and bruises on his body.

LIST OF THE OFFICERS ON BOARD.

Master: Capt. P. Jowitt.
Chief Officer: Mr. J. S. Masson.
Second Officer: Mr. D. R. Wilson.
Third Officer: Mr. A. R. D. Stanley Smith.

Chief Engineer: (Not on board).
Second Engineer: Mr. J. B. Barron.
Third Engineer: Mr. Malcolm Black.
Superintendent Third Engineer: Mr. McGowan.

The Chinese crew, including tally clerks, number about 50 and these were all likely to be on board.

CAPTAIN'S EXPERIENCE.

Seen yesterday morning in the King Edward Hotel, Captain Jowitt, of the *Loong Sang*, gave a brief account of his experience before the sinking of the vessel. Information was only asked on such points as would be of assistance in organising a search for possible survivors. Captain Jowitt said that, as soon as it was ascertained that the vessel was afloat in Kowloon Bay, all the crew, both Chinese and foreign, were immediately packed and fitted with life-belts. During the worst of the storm he came into collision with the stern of a steamer (unknown), which cut him almost amidships, thereby immediately flooding Nos. 1 and 2 holds. The extraordinary weather conditions, and particularly the force of the wind, made any effort to lower boats impossible.

So far as his own experience goes, he was washed off the vessel as she sank, and, on coming to the surface, was able to get hold of a boat which had floated clear, and eventually clambered on board. He was driven in the direction of Green Island, and picked up one Chinese, who turned out to be his personal boy. So far as can be ascertained, the boat drifted through the passage between Ma Wan and Chung Hue, and Captain Jowitt eventually found himself stranded on the mainland, close to the Castle Peak Road,

whence he proceeded to Kowloon. He is of opinion that any survivors would undoubtedly drift in the same direction as he did.

Asked when he last saw others on board, Capt. Jowitt replied that Mr. Barron and his wife, both with life-belts, jumped into the water just before the vessel sank. Mr. Barron had thrown over a plank for them to swim to, and when Capt. Jowitt last saw the swimmers they were a few yards from the plank.

Mr. Stanley Smith, Third Officer, was assisting Capt. Jowitt to throw over a large box which would help in saving people, and while they were doing this the Master was washed overboard and saw no more of the Third Officer.

As regards Mr. Wilson, the Second Officer, Capt. Jowitt says that while in the boat, drifting away from the *Loong Sang*, he saw the Second Officer on the top of the poop, which was then just awash. Mr. McGowan, the Superintending Third Officer, paraded when life-buoys were fitted on, and that was the last Capt. Jowitt saw of him.

Asked as to his views of the chances of the Chinese crew being picked up, the Captain said that every man had on a lifebelt. As the ship went down forward, some jumped from amidships while others retreated aft and climbed up on the poop, and, presumably, were washed off as the vessel foundered.

In reply to enquiries as to the report of a raft having been sighted, Captain Jowitt said he did not know of any raft leaving the ship, but possibly hatch covers and planks were seen and might account for the report of the raft.

Capt. Jowitt added that just before the ship foundered loud noises were heard under deck, and he formed the opinion that the engine-room bulkhead must have given way owing to the great strain. Capt. Jowitt, although shaken and bruised, will be able to get about after a few days' rest.

CHIEF OFFICER'S ESCAPE.

Mr. J. S. Masson, Chief Officer of the *Loong Sang*, told a representative of the *Daily Press* that early in the typhoon the ship in Kowloon Bay were bumping against one another on all sides. The *Loong Sang* had just undergone a survey and was consequently quite light. Her cable parted and she hit the Channel Rocks. He had just gone forward as best he could, for the force of the wind was so strong that his clothes were torn to shreds upon him. The ship bumped against a Java-China-Japan-Lijn vessel and the next thing he knew he was being brought to on the deck of the other boat. The *Loong Sang* was high out of the water and he could only surmise that the force of the collision, perhaps aided by the wind, had flung him from his own vessel to the other one. He received a great many bruises to the body and injuries to the hands, but congratulated himself that this dangerous experience had probably been the means of saving his life.

SECOND ENGINEER'S WIFE MISSING.

It is said to relate that amongst the drowned was the wife of the second engineer, Mr. J. B. Barron. The unfortunate lady was last seen clinging to the deck, when a huge wave washed her into the sea. Since then she has not been heard of, and it is to be feared that there is no hope of her being alive now.

The body of the Second Engineer of the *Loong Sang* was picked up by the Naval tug which was sent out to search for survivors. It was recovered in the Cap Sui Mun Pass and brought back to the Naval Yard where it was handed over to the police of No. 2 Police Station who arranged for its removal to the Mortuary.

BODIES RECOVERED.

The Naval tugs which were searching in and outside of the Harbour returned in the evening. The bodies of the Chief Engineer, Mr. Malcolm Black, and three Chinese were picked up outside. Mr. Black was in a lifeboat. Yesterday morning the tugs went out again to continue their search. We are informed that the ship's pantry-boy was picked up by a Blue Funnel tug. All the bodies picked up had lifebelts round them.

YESTERDAY'S SEARCH.

Yesterday morning the Naval Yard sent out two tugs to continue the search for the missing men. They left early in the day, but returned at about five o'clock in the evening without having found any further trace. These tugs were rather handicapped owing to their large draught. They were unable to search the shallow water and to get into the nooks and little bays with which the islands round about are studded. It is in these places, too, that any bodies are most likely to be found. Their journey was not altogether fruitless, however, since they were instrumental in saving a number of Chinese from a small island near Deep Bay on which they had been stranded without food for a day and a half. Exactly how they came to be on the island is not known, but it is believed that they are connected with the nearby lighthouse. They signalled the tugs by shouting and waving their arms.

Two launches were also sent out to search, and their quest seemed the more hopeful since both are of shallow draught, and thus able to get into those places unapproachable to the Naval tugs. At the time of writing they had not returned.

During the day a Chinese turned up at Messrs. Jardine, Matheson's office and stated that he had been saved from the wreck. His story was that he was a quartermaster on the boat, and when she was wrecked he was thrown into the sea with the rest of the crew. He had a life belt, and drifted with wind and rain till he found himself off Aberdeen. Here, he said, he was picked up by a steamer. A doubt existed as to the truth of the man's story, as it is strange that he should have been carried to the other side of the island when the captain's boat was taken in a totally different direction to Castle Peak.

At present it is difficult to say how many of the ship's crew were aboard when the catastrophe occurred. Usually when the ship is in port the whole of the crew are ashore on leave, and if they were fortunate enough to be ashore this time, eight or nine lives less are to be accounted for. If, as seems probable, the steward's staff, the deck hands, and the engine room staff were on board, then the total crew, together with the seven Europeans, would be about thirty-six.

The launches sent out by Messrs. Jardine, Matheson & Co. returned late yesterday evening, bringing with them three Chinese bodies which they picked up round Ma Wan Island. They picked up no survivors, but they learned from a Chinese source that four Chinese members of the crew had been picked up alive by other boats during the day and taken into Hongkong. Up to going to press this information had not been confirmed.

MR. SUTHERLAND INTERVIEWED.

Mr. R. Sutherland, Shipping Manager for Messrs. Jardine, Matheson & Co., Ltd., in an interview on Saturday, remarked that in the past the Company had had a wonderful run of luck in typhoons, as regards loss of life. As far as he could recollect they had not lost a single European Officer by typhoon since 1904. They had escaped loss of life during the Swatow typhoon, whilst not one life out of 500 on board the s.s. *Kun Sung* was lost when she went ashore recently in the typhoon off the Philippines.

The *Lonny Sing* has a gross tonnage of 1,735 and net tonnage of 1,543. She was previously known as the *Elm* and was built in 1906 at West Hartlepool and registered in London. Nearly all her service in the Indo-China S.N. Co. has been spent on the Manila-Hongkong run.

GALLANT RESCUE FROM THE SUNKEN SUBMARINE.

BRITISH BLUEJACKET SAVES A LIEUTENANT-COMMANDER.

A notable act of gallantry was witnessed in connection with the sinking of H.M. Submarine L9. The submarine, which was moored a few yards away from the Naval Yard, was seen to drag her moorings and then break clean away. She dashed on towards the Dockyard wall, and smashed up against it, breaking open some of her plates. The crew, comprising a petty officer and three bluejackets, managed to jump ashore, though one man first of all missed, and fell into the water. He was dragged out with some difficulty and was found to be rather badly injured. Two of the men had to be sent to the sick bay, it was at this point that one of the most exciting and gallant incidents of the day occurred.

Lieutenant Dickson, R.N., was standing on the wharf, and attempted to board the abandoned submarine. His object in jumping aboard was to take with him a wire hawser in order to connect up the vessel with the shore. He jumped, missed his footing, and fell into the sea. He too, was dragged out, but, undaunted, he made a second attempt. This time he managed to cling to a davit, and was washed away with the submarine, which was driven by the wind and waves in the direction of the new Statue Pier. The next thing that the anxious onlookers witnessed was the davit come away from the submarine, bringing the Lieutenant with it. Lieutenant Dickson was thrown clear off the craft and struck out for a nearby buoy. The sea at this time was exceedingly high, and stinging rain was pouring down, so that it was difficult to see exactly what happened. Meanwhile, the submarine turned up her nose and sank, the hole in her side having filled her with water. It was half an hour before it was seen that the Lieutenant had reached the buoy. During this time the agony of body and of mind that he suffered can be better imagined than described. He was sighted by a gentleman in the Victoria Recreation Club, and the latter shouted to the *Ginga Maru*, which, as reported elsewhere, had drifted alongside the Naval Yard. He could get no attention, however, and then, suddenly, he saw the almost naked figure of a British bluejacket run along the Japanese boat's forecastle deck, climb over the bows with a life belt round him and a life line in his hand, and swim out to the buoy, some forty or fifty yards away. What with the roughness of the sea and the terrible beating of the rain his gallant effort was a strenuous one indeed. But after some time he reached the helpless officer, and the two were dragged ashore together. The deed was one of the greatest gallantry, and a credit to the Navy and nation to which the man belonged. The rescuer was Able Seaman Tringay, of the *Tamar*. Lieutenant Dickson is now in hospital.

OTHER VESSELS SUNK.

The situation of Green Island proved a most fortunate thing for shipping; six or seven vessels were brought up on its shores, when otherwise they would have been carried out to sea. Both Stonecutters and Green Island present a remarkable sight. Ships literally litter their shores, cast up haphazard by wind and sea.

The *Kwongai*, which, as reported elsewhere, sank off Stonecutters seems to have been a singularly unlucky boat. This is the second time she has rested on the seabed, the first being in the 1908 typhoon, when she foundered in a spot close to the scene of her present disaster. At that time she was known as the *Kwangelau*. The river steamer *Ching On*, which was seen to be in difficulties early in the day, foundered and sank late in the morning off North Point. The crew and passengers were got ashore without much difficulty. The vessel is owned by a Chinese firm and commanded by Capt. Lovius.

A steam launch belonging to the Kowloon Dockyard was sunk at North Point while attempting rescue work, and another dock launch was sunk off Quarry Point.

The respective owners of the two river steamers *Pik Wah* and *Sun Tak* were particularly unlucky, since both vessels only changed hands a few days ago. The steamers are now aground in different parts of the Harbour.

The *Wu Ping*, which brought up on Green Island, met with disaster by first of all breaking away from her moorings, and then fouling her propellers in the buoy.

PLIGHT OF THE "GINYO MARU."

The T.K.K. *Gingo Maru* (South American line), from which they rescue was made, also suffered heavily from the gale. She arrived in Hongkong on Friday morning, and was moored down at the Eastern end of the Harbour. When the gale came on all hatches were battened down, movable objects lashed, and everything made ready for heavy weather. When the sea was at their worst the buoy to which she was moored began to drag its cable, and then, all of a sudden, the cable parted. The steamer came up the harbour before the weather at tremendous speed, and it at first appeared that she was going to dash against the Naval Dockyard. By a stroke of skillful seamanship on the part of the officer at the wheel the vessel's stern hit the seawall, and slowed the rest of the vessel round. With the smart co-operation of a number of British bluejackets on the quay a rope was made fast to the shore, and after some difficulty the ship was brought alongside. Later in the day a gangway was let down. The stern of the boat suffered rather heavy damage, but otherwise it is believed no harm was done. Had the vessel not been pulled up so promptly at the Yard she would have carried straight on and cut clean through another Japanese ship, the *Sekou Maru*, which had gone aground alongside of Statue Pier.

A STAR FERRY BOAT'S ADVENTURE.

"NORTHERN STAR" SINKS NAVAL LAUNCH.

THE STAR FERRY BOAT THAT LANDED its passengers at the Royal Naval Dockyard, was the *Northern Star*. Her passengers, after an adventurous journey across the harbour, made for the Naval Basin for shelter and with the idea of landing his passengers. There were exceptionally high seas in the basin and eye-witnesses of the coxswain's gallant efforts to bring his craft to shelter have nothing but praise for him. As one gentleman put it "He stuck to his post gallantly." In his efforts to bring the ferry boat to the side at the bow of the H.M.S. *Tamar*, his vessel collided with a small Naval launch, used for Depot service. The launch was badly holed and sank like a stone. There were no casualties on the launch. The ferry was finally wedged into the space between the bow of the *Tamar* and the camber wall where she was held in position by the coxswain's keeping the engines going ahead.

The landing of the passengers was witnessed by large numbers in the Yard and the Commodore had arranged for the Naval Yard police to be present to assist at the landing. As the passengers jumped from the ferry they were caught by the policemen, and so they were all landed. One or two Chinese passengers were taken to the *Tamar* for treatment, but it is not clear as to how they came by their slight injuries.

HOW A CATASTROPHE WAS AVERTED.

What might have been a terrible disaster was only averted by the clever seamanship of the captain of the French Mail steamer *André Lebon*. The *André Lebon* had been anchored towards the Eastern end of the Harbour, and when the typhoon broke on the Colony she first of all dragged her moorings and then broke her cable. She was driven down the Harbour by the gale and was making straight for the *Empress of Australia*. The event was witnessed by hundreds of people on the shore, and to them it seemed almost certain that the two vessels would collide. Then the great French Mail steamer was seen to suddenly pull up and swerve round, succeeding in making her way up the Harbour under steam to the place where she then moored.

From enquiries made at the Harbour Office yesterday morning we learn that the *Empress of Australia* was towed out from the Kowloon wharves to mid-stream by tugs on Friday evening. When the typhoon struck Hongkong she had not been able to raise steam, and was left to depend entirely on the strength of her moorings and anchors. While in harbour she had been undergoing some necessary boiler repairs and several tubes were disconnected. The old C.P.S. buoy, which has three seven-ton anchors, was not available, being in fact taken up by one of the smaller steamers in the harbour. The *Empress* was allotted A3 buoy, all the best anchorage in Kowloon Bay being also taken up. A3 stood the strain and the mooring was not dragged at all. People on shore got the impression that the vessel dragged her moorings a good deal; this was because a considerable length of cable was paid out when a mooring wire was fixed to the buoy in addition to the mooring chain. Several fathoms more cable were let out each time when the two anchors were dropped, so that the *Empress* was a good deal nearer the Praya during the typhoon than she was on Sunday, when her mooring chain had been taken in again.

NAVAL YARD DAMAGED.

The Royal Naval Dockyard suffered a few thousands of dollars worth of damage as the result of the roofs of a number of store sheds being blown off. The signalling station over the Commodore's office was badly wrecked, and the mast snapped off. Further signalling that day was impossible.

SERIOUS DAMAGE TO THE NAVAL OILER.

The Naval Oiler *Khariki* broke adrift from her moorings in the harbour and was carried to the Naval Armament Depot where she smashed a corner off the sea wall dislodging huge blocks of masonry; then swung round and came broadside on against the timber quay, which was lifted off its reinforced concrete foundations. The timber surface of the quay was pushed a foot or two out of alignment and the steel is now protruding from several of the concrete piles which were crumpled by the force of the blow.

The vessel, still broadside on, was lashed incessantly against the quay; her bridge crashed against a steam crane which side-stepped, about a yard under the impact, tearing up its track and throwing all the points of the light railway completely awry. The *Khariki* proceeded, for the duration of the storm to crumple her ribs against the quay. The quay is considerably damaged and the *Khariki's* side is buckled like corrugated iron. Her deck plates and side plates have started, she is taking water and has a list, but on Saturday evening she still floated. A large crowd of Chinese watched her from the Praya end of Arsenal Street and the Naval Yard Police gave special attention to prevent entry to the Depot being made for purposes of looting.

Roofs, and consequently interiors, of buildings have received considerable damage at the Armament Depot. Part of the sign board of the Sailors' Home was carried by the wind clean over the tram way and hurled on to the lawns in the Depot Yard. The Home also suffered roof damage.

THE DAMAGE IN THE CITY.

THE LITTERED STREETS.

When the typhoon had passed the whole of Hongkong was a scene of wreckage. The streets were littered with debris, sheets of corrugated iron, signboards, bricks, mortar, and rubbish of every description. When the wind was at its height it was dangerous to be abroad in certain portions of the town. At Yenchai, on the Praya, by the reclaiming works, the wind was picking up sheets of corrugated iron ten feet long by six or seven feet broad, and hurling them through the air like leaves. A representative of the *Daily Press* who happened to be in that portion of the town spent an anxious fifteen minutes avoiding sheets of iron, huge blocks of wood, bricks and mortar, and portions of verandahs. A tramcar was making a desperate effort to negotiate the line. The vehicle would traverse about six yards, and then a piece of sheet iron or a piece of timber would blow in against the wheels. The conductor would remove it, get back into the car, and the performance would be repeated. In the end, the poor man became disheartened, and the car was abandoned altogether. A coolie who was in the road a little further along was unfortunate enough to be hit a glancing blow on the head with a sheet of flying iron. He was knocked senseless into the road, but a number of his fellow countrymen sheltering in a nearby go-down seemed to be greatly amused. A little persuasion from a European, however, induced them to carry the man indoors where he received rough attention, and under the European's administration came round within half an hour.

There were times when it was impossible to stand on the Praya. The wind simply picked one up and hurled one against the nearest wall where it was necessary to stop for safety. The rain beat down with such fury as to sting the face and hands even worse than hail.

Nearly every road in the town was littered with fallen trees and tree branches, and shortly after ten o'clock, partly for this reason, but mainly because the wires had broken down in a number of places, tramcars all along the route were abandoned. Then it was that the wind seemed to vent its special fury. The canvas roofs of a large number of the cars were ripped clean off, twisting and bending the iron rails round the top decks as a bursting shell might have done. In one case the whole roof was carried right off and sailed off at a great speed over house-tops, to disappear into the blinding rain. One car, standing just outside the Naval Yard, was enveloped by a huge tree. This after the roof had been carried away. The deck was broken, and it was impossible to move the car for hours afterwards. The Tramway Company eventually turned off its current everywhere, and the service was not continued till the evening.

A Hongkong Hotel bus was only saved from being dashed into the sea by fetching up heavily against some nearby railings.

The damage to piers and wharves all along the Praya must amount to thousands of dollars. The Star Ferry wharf had several floor planks forced up, and coolies had to be placed on the work of repair at once and in the height of the typhoon, so urgent was it that the damage should be immediately repaired to an extent which would admit of an early resumption of the service. The Hongkong, Canton and Meaco Steamboat Company's wharf weathered the storm well, excepting that the wharfinger's office was completely wrecked. Some wharves along Praya West have been so completely wrecked that scarcely a trace remains of their original position.

Just when the typhoon was at its height two Chinese girls rushed out of the East Point Garage in Yee Wu Street, apparently to secure a better place of refuge. As they did so a wall in front of the garage fell on top of them and buried them completely. When the Police and firemen extricated their bodies they were both found to be dead.

AT THE PEAK. PEAK RESIDENTS HOMELESS.

GREAT DAMAGE TO HOUSE PROPERTY.

The Peak District suffered as severely as any in the Colony. Many of the houses were unroofed or so badly damaged as to be uninhabitable. It is said that something like a hundred people were rendered homeless, and either sought shelter with friends or found accommodation at the Hongkong Hotel. Damage was more or less severe on all exposed parts of the Peak—for instance, roofs of the newer houses on Lugard Road were damaged—but it seems that the gale came racing with its greatest violence through Magazine Gap and across the Valley to Gough Hill and Mount Kellett. The houses that cluster round Magazine Gap suffered severely. Roofs were much damaged at Mrs. W. G. Lay's, Mr. V. Sorby's, Mr. A. E. Wright's, Mr. Jacks, and Mr. H. Goldsmith's; at "Kenel" a chimney was torn away from the masonry and fell through the roof. Mr. Cavalier's house, now occupied by Mr. L. V. Lang, suffered severely. Windows were driven in at Dr. Forsyth's, where Mr. Karsten Larssen is in residence. The roof of the Customs residence occupied by Mr. C. Thorne was damaged and windows in the large tower were driven in. Matched near the new houses on Mount Cameron were utterly destroyed.

Half the Military Sanatorium, on the low hill just beyond, was brought to the ground and that part of the building which remains is badly wrecked. Surrounding smaller structures are mere heaps of rubble. The place is unoccupied except by a watchman. Here Stubbs Roads curves under the lee of the hill, but the wind seems to have scoured round the hollow, for there is much wreckage even on the apparently sheltered slopes. Several steel electric wire poles—which would be thought likely to offer a very small mark for the wind—have been brought bodily to earth although their stems are several feet deep in the earth. The reason for this was evidently that the floods of water pouring down the hillside reduced the earth to the consistency of mud, and the concrete bases of pillars and poles were therefore fairly easily shifted, the poles acting as levers under the pressure of the wind.

Chinese contractors' matcheds on this same hillside—overlooking the paper mills reservoir—were either blown down the hillside or in one case lifted into the air like an airship where it soon parted in the middle and scattered its fragments for a mile or two. The police removed to hospital a Chinese found badly injured amongst the wreckage of one of the matcheds and a very difficult task it was, first to get the litter, piecemeal, to the place over heaps of debris, and then to convey the patient down the Peak Road which is strewn with blown-down trees and boughs.

Stubbs Road, hereabouts, has been badly damaged by floods and part of the surface has slipped down the hillside.

Following the track of the typhoon it is evident that Gough Hill felt the full blast. The Police Station, a bungalow building, old and not over substantial, had a narrow escape from complete destruction. Cracks are apparent everywhere in the walls. Windows and doors in the northern end blew in and the wind then actually tore the shelves from the walls of the men's quarters. The roof is practically all destroyed, so that the whole place was flooded out. When one of the windows crashed, a fragment of glass struck an Indian sergeant, cut through his jacket and wounded him in the ribs. Another police man was so badly cut about the head that he has since been taken to hospital. In addition to the European officer in charge, the wife and three children of another officer had just arrived from the Central Police Station for a fortnight's visit on the Peak. (The lady decided by the way, that she had received her fortnight's allowance of air during the typhoon and returned to the lower levels yesterday morning). The presence of these visitors, was naturally an extra anxiety for those in charge, and arrangements had to be made as to protection in case the building collapsed to seek shelter on the lee of the hill.

Just below this is Mr. Geoffrey Layton's house, the roof of which has been removed so completely that one would suppose that tiles were just about to begin operations covering the woodwork of a new roof.

On another house a short, solid concrete chimney pot has been broken off and laid with decorous neatness, square on the tiles.

Stewart Terrace, down in the hollow, missed the force of the wind which, advancing to Mount Kellett, did much havoc thereabouts. Scarcely a house in Des Vaux Villas escaped serious damage. In one case, Dr. Koch's, considerable renovations had just been completed. This house is one of the few insured against typhoons. Damage was also heavy at Cameron Villas. "Kellett Manor," the residence of Mr. H. Percy Smith, suffered severely, and so did the house occupied by Mr. McNicoll. Mr. W. Sinclair, who has just had his house rebuilt after destruction by fire, is obliged to camp out in the verandah. At the new Junior Mess of the Hongkong and Shanghai Bank the roof is reported to have fallen in and damaged two floors beneath. The terrace at Mountain View also bears evident signs of the buffeting it received and many of the occupants have been driven elsewhere. A corner of the roof of Sir William Rees Davies's residence was blown away; in fact hardly a house has escaped damage more or less serious.

The wooden trestle bridge over the cutting running between Mount Kellett Road and Mount Gough Road was blown down and now lies blocking the Peak motor-road, which is also blocked a few feet further on by a heavy fall of earth. It seems likely that a retaining wall will now be necessary to protect the Jardine

(Continued on page 7.)



THE HALL MARK



OF EXCELLENCE.

LONDON FASHIONS IN MEN'S HEADWEAR HAVE FOR OVER A CENTURY BEEN CREATED BY—

LINCOLN BENNETT AND CO., LTD.

LANE, CRAWFORD, LTD.

SOLE AGENTS FOR HONGKONG.

COTYS'

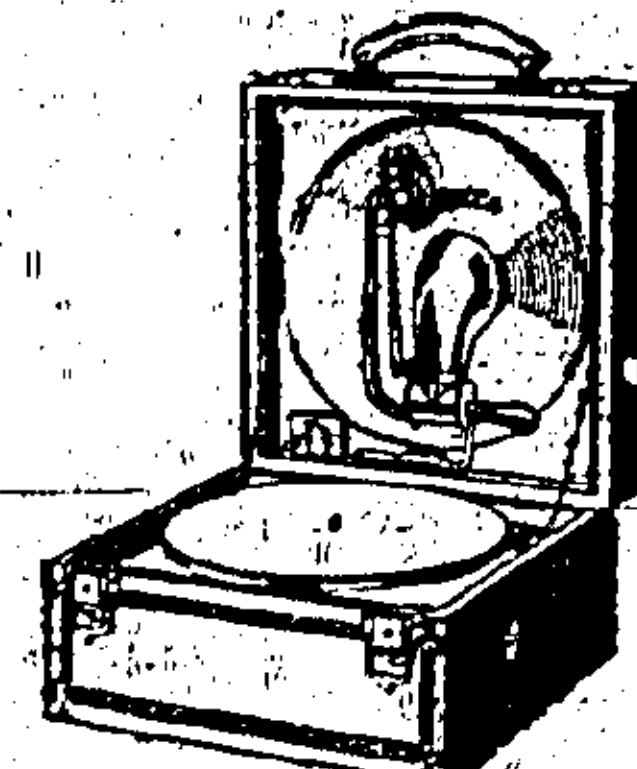
Parisian Perfume Essences.

Emeraude, Origan, Ambre-Antique, Jasmin & Lilas, etc.

LANE, CRAWFORD, LTD.

"DECCA" THE PORTABLE GRAMOPHONE

11 1/2 INCHES SQUARE. 8 INCHES HIGH.



WEIGHT 13 lbs. 4 DIFFERENT MODELS.

AT ANDERSON'S

2, QUEEN'S BUILDINGS.

TEL. C. 1322.

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CHILDREN'S OUTFITTING

ALWAYS A LARGE AND VARIED ASSORTMENT OF CHILDREN'S WEAR

CHILDREN'S SHOES

WHITE. BLACK. BROWN.

JUST RECEIVED.

SIZES - 3, 4, 5, 6 ONLY

NEW ADVERTISEMENTS

NOTICE

OWING to considerable damage during the Typhoon at the Works of the STEAM LAUNDRY CO., the Management beg to announce to their numerous customers that all LAUNDRY DELIVERIES WILL BE DELAYED.

THE STEAM LAUNDRY CO.

August 18th YAU-MAN. [1187]

S.S. "ANDRE LERON"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, LES, etc., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed before.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 23rd instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th instant or they will not be recognized.

All damaged packages will be examined on Thursday, the 23rd instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong, 27th August, 1923. [1186]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

The Steamship "BENROCH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 14th August, 1923. [1170]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT
SAID AND STRAITS.

THE Motor Vessel

"GLENSHANE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st August, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 20th August, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case.

Bills of Lading will be countersigned by JABDON, MATTHEWSON & CO., LTD., Agents.

Hongkong, 15th August, 1923. [1189]

NOTICES TO CONSIGNEES.

The Steamship "BOWES CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 17th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 17th August, 1923. [1182]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

SHARES AND LAND BROKERS.

No. 8, Des Voeux Road, 2nd Floor

Telephone No. C. 4308.

[1107]

INTIMATIONS

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificates No. 2814 for 20 Shares numbered 53303 to 53332; Certificate No. 4817 for 25 Shares numbered 69851 to 69875; and Certificate No. 4820 for 8 Shares numbered 2403 to 2410 all registered in the Name of GEORGE HOYES have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 15th day of SEPTEMBER, 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th August, 1923. [1175]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.00) per Share for account 1923 will be payable on THURSDAY, the 23rd AUGUST, 1923.

Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 14th AUGUST, 1923, to THURSDAY, the 23rd AUGUST, 1923, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

[1146]

THE KOWLOON HOTEL

HANKOW ROAD.

OPENING 1st SEPTEMBER.

FIRST Class and Most Up-to-date Residential and Tourist Hotel. Six Stories of Commodious Large and Airy Rooms with every Modern Appliance. Elevator to Every Floor and to Roof Garden. Hot and Cold Water, Electric Lights, Fans and Bells throughout. Exceptionally Well Ventilated Bar and Billiard Room. Moderate tariff and most Excellent Cuisine supervised by Experienced Chef. Monthly and Family Rates can be arranged at Most Reasonable Terms.

For Terms, apply to Mrs. J. J. BLAKE, Managersess.

[1119]

REPUBLIQUE FRANCAISE

GOUVERNEMENT GENERAL DE L'INDO-CHINE

APPEL D'OFFRES

(LOCATION)

LE GOUVERNEMENT GENERAL de l'INDO-CHINE française recueille des offres de location de l'immeuble qu'il possède à Canton (ancien Bureau des Postes), comprenant:

1. - un vaste bâtiment à étage situé sur le quai, à l'intersection de la rivière de Canton et du canal qui sépare la concession française de la cité chinoise, composé au rez de chaussée de sept pièces dont une de 15 mètres sur 7 mètres et à l'étage de sept pièces, d'un office et d'un cabinet à toilette;

2. - des dépendances composées: au rez-de-chaussée de 2 cuisines et de 3 petites chambres; au premier étage de 2 chambres de boys;

Les offres de location seront reçues au Consulat de France à Canton jusqu'au 20 Septembre à 5 heures de l'après-midi.

Canton, le 9 Août 1923.

LE CONSUL DE FRANCE, G. GOUBULT.

[1168]

REPUBLIQUE FRANCAISE

GOUVERNEMENT GENERAL DE L'INDO-CHINE FRANCAISE

APPEL D'OFFRES

(ACHAT)

LE GOUVERNEMENT GENERAL de l'INDO-CHINE française recueille des offres d'achat de l'immeuble qu'il possède à Canton (ancien Bureau des Postes), comprenant:

1. - un vaste bâtiment à étage situé sur le quai, à l'intersection de la rivière de Canton et du canal qui sépare la concession française de la cité chinoise, composé au rez de chaussée de sept pièces dont une de 15 mètres sur 7 mètres et à l'étage de sept pièces, d'un office et d'un cabinet à toilette;

2. - des dépendances composées: au rez-de-chaussée de 2 cuisines et de 3 petites chambres; au premier étage de 2 chambres de boys;

3. - un terrain sur lequel sont édifiés: ce bâtiment et ses dépendances, d'une superficie de 661 mètres carrés environ, inscrit sous le No. 6 du plan cadastral, le dit terrain d'env. par le Gouvernement Général de l'Indochine en vertu d'un bail emphytéotique qui prendra fin le 23 Juin 1928.

Les offres d'achat seront reçues au Consulat de France à Canton jusqu'au 20 Septembre 1923 à 5 heures de l'après-midi.

Canton, le 9 Août 1923.

LE CONSUL DE FRANCE, G. GOUBULT.

[1165]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"ALIPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon on THURSDAY, the 23rd AUGUST, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office up to 5 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 15th August, 1923. [1169]

INTIMATIONS

NOTICE OF REMOVAL

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 15th July, 1923.

THE AMERICAN EXPRESS CO. INCORPORATED.

HEAD OFFICE:
NEW YORK CITY.

INTERNATIONAL BANKING-SHIPPING-TRAVEL.

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT. DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE.

LETTERS OF CREDIT.

TRAVELERS CHEQUES.

LETTERS OF CREDIT.

STEAMSHIP PASSAGES.

HOTEL RESERVATIONS.

BAGGAGE INSURANCE.

CABLE AND POSTAL REMITTANCES.

PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking Shipping and Travel Transaction.

P. J. VANHECKE, Manager.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID)	50,000,000
RESERVE FUND	25,000,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT	3,500,000
RESERVE FUND	1,750,000

HEAD OFFICE: Paris 9, Rue Boudreau.

LONDON OFFICE: 64, Old Broad Street, E.C. 2.

BANKERS: Messrs. Glyn, Mills, Currie & Co.

Société Générale pour l'Avancement et le Développement du Commerce et de l'Industrie en France.

PARIS: Société Générale pour l'Avancement et le Développement du Commerce et de l'Industrie en France.

Banque de Paris et des Pays-Bas.

LYONS: Société Générale pour l'Avancement et le Développement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank—Columbia Trust Company.

SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Changchun, Hankow, Manchouli, Tientsin, Chefoo, Harbin, Newchwang, Urumtsch, Dairen, Hongkong, Peking, Yokohama, Haikar, Kasagar, Shanghai.

HONGKONG BRANCH.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. RODGERS, Manager.

[537]

P. & O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND 1920)

with which is affiliated

THE ALLAHABAD BANK, LTD., INDIA.

AUTHORIZED CAPITAL ... 25,000,000

SUBSCRIBED AND PAID UP ... 22,584,168

RESERVE FUND ... 2,115,000

HEAD OFFICE

122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH

14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

G. CHAMPKIN, Manager.

22, Des Voeux Road Central, Hongkong.

FURNISHED HOUSE TO LET.

TO BE LET, furnished, from the 1st November for 8 months or possibly longer, a FIVE-ROOMED HOUSE on BARKER ROAD, PEAK, close to Train Station, with Tennis Court and Garden.

Apply Box B.C.D., c/o Hongkong Daily Press. [1178]

TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.

Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—XS, and No. 1150, 975.

TO LET—TWO OFFICE ROOMS

Centrally situated. P. O. Box 229. [121]

TO LET—EUROPEAN FLATS in Lee Building, Wanchai Gap Road.

Apply to 32, Kennedy Road. [168]

INTIMATION

E

WHISKY

The Old Favourite

A Fine Blend

Old Scotch Whiskies

is now being bottled

at Leith, Scotland

By

Messrs. Macdonald & Muir

and a Label to that

effect is affixed to the

back of each bottle.

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 1841.

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 20th, 1923.

THE TYPHOON AND ONE OF ITS LESSONS.

In the past twenty-five years the Colony has experienced only two typhoons comparable with the destructive storm we had on Saturday. There was the memorable typhoon of September 15th, 1903, when, owing to it coming upon us without warning, upwards of ten thousand persons lost their lives in the harbour and the waters adjacent to the Colony; and nearly two years later, on July 27th, 1905, the Colony experienced another severe typhoon which, however, caused little damage apart from the fact that timely warning was given of its slow approach, but it did great damage to house property ashore. Saturday's typhoon is the worst we have had since 1903. It had points of similarity with the typhoon of 1903: it occurred about the same time of the day; it was a small typhoon, travelled quickly, and came upon us at very short notice. But the typhoon signal hoisted by the Observatory the previous day gave a warning to shipping which was not heeded. Ships had cleared from the wharves on Friday afternoon to seek sheltered positions or anchorage in mid-stream, and the fact that some twenty ships are reported to have suffered damage is due to the fact, apparently, that the precautions taken were unavailing against a wind of unprecedented velocity. Our purpose here is not to dilate upon the destructiveness of the typhoon, the details of which will be found reported on other pages of this issue, but to point out the scandalous lack of life-saving facilities in a port which prides itself on being one of the greatest shipping centres of the world judged by the tonnage of shipping entering the harbour. It is felt that several lives probably could have been saved in the harbour on Saturday had the port been equipped, as it should be, with life saving

facilities. We seem to remember that after one typhoon, many years ago, when this lack of "life-saving apparatus" was generally recognised in the shipping community, some attempt was made, under Government inspiration or guidance, to form a voluntary organisation for saving life and property when these visitations came upon the Colony, but we do not know what evidence of its existence was afforded by the experiences on Saturday. What the reports seem to show very clearly is that "some lives" might have been saved had there existed at recognised points along the harbour front the facilities for saving them. There is a need not only for rockets and life-boats, but for a couple of high-powered motor life-boats. "When we think of the numbers of places along the coasts of Great Britain that have their life-boats ready for emergencies whenever a gale blows, is it not remarkable that here, in one of the largest shipping ports of the world, which during several months of the year is liable to be visited by destructive typhoons, we are without any provision of the kind? Surely, the whole question of the port's equipment with life-saving apparatus is one which should receive the Government's serious consideration."

GOOD NEWS!

GALLANT RESCUES FROM THE "LOONG SANG."

FIVE MORE SURVIVORS PICKED UP.

Last night we learnt that just after the s.s. *Loong Sang* foundered five of the crew were rescued in a very gallant manner by the crew of the s.s. *Esperanto* and her sister ship the *Bowes Castle*. The masters of these two vessels are Capt. Donoghue and Capt. Cann respectively. It appears that these ships were drifting down the harbour just about the time of the foundering of the *Loong Sang*. They had their own lifeboats ready to be lowered for their own use and about this time they noticed men struggling in the water. The lifeboats were manned and attempts were made to rescue the men. The lifeboat of the *Esperanto* just missed rescuing two men who were carried past them in the stern. These were shortly afterwards picked up by the lifeboat of the *Bowes Castle*. Three other men were then pulled out of the water by the first mentioned lifeboat, both lifeboats getting safely back to their ships.

The two vessels then continued to drift down the harbour for three or four miles and the news of the rescue did not reach Hongkong until last night.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

FISCAL RELATIONS BETWEEN PEKING AND PROVINCES.

SIR JOHN JORDAN FAVOURS CONFERENCE.

LONDON, August 18th.

Bad as the present position in China undoubtedly is, says Sir John Jordan in the *Times*, it is no worse than it has been more than once in the past. He considers that the causes of the present disorganisation and the collapse of all authority are largely economic, and reviews events during the past thirty years, showing how the former system of the apportionment of revenue between Peking and the Provinces has been displaced to the latter's considerable disadvantage, until the Provinces have now ceased to send revenue to Peking and have declared a system of fiscal autonomy, which has reduced Peking to a shadow.

Sir John examines and cites the arguments against the different suggestions for remedying the existing situation, but is inclined to favour the proposal that the conference on the Customs surtax should be enlarged, and should study the fiscal relations between Peking and the Provinces. The conference should be held at Shanghai and should be widely representative. He declares that the Tuchans are not all bad, and mentions the good qualities displayed by Yen Hsien-lu, Lu Yung-shan and even Chang Tso-lin. Sir John Jordan concludes by saying that without Chinese co-operation, no effective or permanent remedy can be found for Chinese ills.

THE TSAOSHIE BANDIT OUTRAGE.

CATHOLIC CHURCH AND PROTESTANT HOSPITAL NOT DESTROYED.

HANKOW, October 18th.

Father McHugh and Father Ward arrived this morning at Hankow. Interviewed by Reuters, they stated that the bandits burnt up Sungho on Tuesday morning. Father Ward had arrived there the previous night and escaped unharmed. The bandits then proceeded to Tsao-shieh, where they demanded Father McHugh, who had meanwhile escaped by crossing the river, using a door as a raft. All the town was destroyed except the Catholic Church and the Protestant Hospital.

It is believed that the bandits are the same as those who captured Father Maletto.

BRITISH LEGATION DESPATCHES NOTE TO THE WAICHAOPU.

Chinese circles report that the British Leg

EARLIER CABLES.

FRANCE'S REPLY.

ARGUMENT FOR ARGUMENT.

PARIS, August 17th.
The *Journal des Debats* says that the first portion of the French reply to the British note reproduces the British text and the French observations thereon in parallel columns.

The paper hopes that this detailed discussion, which London initiated, will not divert attention from the remainder of the reply in which M. Poincare sets out his views.

LATEST CABLES.

ORIGINAL ORDER OF REPLY TO BE INVERTED.

PARIS, August 18th.
The Premier, M. Poincare, intends to invert the original order of the French reply, making the general exposition of the French policy precede, and not follow, the detailed analysis of the British Note; thus, the exposition will prepare the way for subsequent discussion, and the points on which it is hoped an agreement may be reached will be brought out before the objections to the British arguments have been raised, thus making clear France's goodwill and friendliness.

EARLIER CABLES.

UNDERGROUND OIL TANK DISASTER.

SAN PEDRO, CALIFORNIA, August 17th.
An underground tank with a capacity of 500,000 barrels, owned by the General Petroleum Company, exploded owing to spontaneous combustion, shaking the entire city. The loss is estimated at hundreds of thousands of dollars.

LATEST CABLES.

HUNDREDS IN FLIGHT.

A south-west wind is sweeping the flames in the direction of the neighbouring residences, and hundreds are fleeing from the vicinity of the tank, carrying their personal effects.

EXCHANGE QUOTATIONS.

RALLY IN FRENCH FRANCES.

An improvement in France was a feature of today's exchanges. French francs were quoted at 82.37 and Belgian at 103.35. Marks were quoted at eighteen millions to £1.

LONDON, August 17th.

Foreign exchanges are rather erratic. French francs closed at 81.65 and Belgian at 103.90. Marks are quoted about seventeen millions.

SPECULATIVE INFLUENCES.

HAZARDING FRANCE.

PARIS, August 18th.
The Finance Minister, M. Delaunay, is quoted as saying that the depreciation of the franc was in nowise due to the economic situation, but to speculative influences directed towards hazarding France in her general policy. He expressed confidence that these speculators would be defeated.

U.S. IMMIGRATION.

NEW YORK, August 18th.

General Loukonisky, ex-Chief of Staff of the Russian Monarchist Army, and his family have been now admitted into the United States.

[They were at first refused permission to land on the ground that the Russian quota had been exhausted.]

EARLIER CABLES.

WASHINGTON TREATY EFFECTIVE.

ORDERS TO SCRAP 28 AMERICAN SHIPS.

WASHINGTON, August 17th.
The naval limitation and four-power treaties negotiated at the Washington Conference were made effective today when the representatives of all the signatory Powers assembled and formally exchanged ratifications.

Immediately the ceremony ended, the Naval Department released orders to scrap the American ships condemned under the treaty whereby 28 ships, with a tonnage of three quarters of a million, will be demolished.

THE PYRENEES TRAGEDY.

THE HAGUE, August 17th.

The charabanc victims at Tarbes were not pilgrims but members of a co-operative Dutch travelling society, mostly young unmarried people headed by the editor of a weekly paper, *The Protestant*.

Twenty-three Dutch subjects after visiting Lourdes were killed at Saint Saviour in the Pyrenees, through a charabanc falling into a ravine. The accident was caused by the driver trying to avoid a woman in the road.

EARLIER CABLES.

LABOUR TROUBLES IN GERMANY.

STETTIN, August 17th.

The shipyard workers have resumed work. The dockers' strike continues.

LATEST CABLES.

NEWSPAPER SUSPENDED.

BERLIN, August 18th.

The *Deutsche Tagesblatt* has been suspended for a fortnight for attacking Herr Stresemann and the Republican form of Government.

GROWING AGITATION AGAINST REICHSBANK OFFICIALS.

BERLIN, August 17th.

The agitation is growing against Havenstein and von Giesecke, President and Vice-President of the Reichsbank, who are blamed for the depreciation of the Mark.

The newspaper *Telegraph* says that unless they resign within three days, the Social Democrats will demand an immediate Reichstag meeting, with the object of turning them out. It appears that this is the only way of getting rid of them, as their appointments are life ones. It is asserted that they are openly mutinous against the Government policy, and the power with which they are invested is held to be largely responsible for the present financial situation.

EARLIER CABLES.

THE ELLIS ISLAND SCANDAL. IMMIGRANTS BLAMED.

WASHINGTON, August 17th.

Mr. Davis, Secretary of Labour, declares that immigrants themselves are responsible for conditions at Ellis Island disclosed in Sir Auckland Geddes' report. Mr. Davis asserts that the remedy for the congestion lies in the control of immigration at the source. Mr. Corran, the Immigration Commissioner at Ellis Island, insists that conditions have improved since Sir Auckland Geddes investigated them. Mr. Wallis, former Commissioner, strongly supports the charges in the Geddes report.

STEAMER'S DISPUTED PASSAGE THROUGH KIEL CANAL.

GERMANY MUST PAY DAMAGES.

THE HAGUE, August 17th.

The Court of International Justice has decided that Germany was not justified in preventing the *Wimbledon* entering the Kiel Canal, and should therefore pay compensation.

M. Basdevant for France, opening the case against Germany, demanded an indemnity of 176,000 francs plus six per cent interest.

British, Italian and Japanese representatives made statements for the prosecution. They contended that Germany's action was contrary to the Peace Treaty.

Herr Schiffer for Germany declared that implication in the Russo-Polish war would have held serious internal dangers for Germany. He expressed the opinion that the provisions of the treaty in this regard should be interpreted in the spirit instead of the letter.

[The German Government refused passage for the steamer *Wimbledon* through the Kiel Canal in 1921, and France claimed damages against Germany under the Versailles Treaty. Germany alleged that the ship was proceeding to Danzig with a cargo of 4,000 tons of war material for Poland which was then warring against Russia.]

The Court fixed compensation at £41,000 francs to be paid to France within three months.

INDIAN AGITATOR RELEASED.

TOO ILL FOR JAIL.

LALAH, August 17th.

Lalapatra who was imprisoned for participation in Gandhi's non-co-operation campaign has been released on the ground of illness. He is believed to be suffering from tuberculosis.

COMMUNIST DISTURBANCES AT AIX.

AIX-LES-BAINS, August 17th.

A further eight persons were killed and 50 injured in Communist disturbances which are continuing.

Fifteen of the persons earlier reported injured have died.

Two hundred civilians have been authorised to reinforce the police at Aisles.

ESTERHAZY'S INCOGNITO LIFE.

INTIMATES DECEIVED.

LONDON, August 17th.

It appears that Major Esterhazy of Dreyfus case fame died at Harpenden aged 74 years. He had lived there 15 years as a country gentleman with his wife and two servants. He was continually engaged in literary work, frequently contributing to Continental journals. His identity was not suspected even by intimate friends.

LATEST CABLES.

WORLD OF SPORT.

FOOTBALL.

CHINA V. AUSTRALIA.

SYDNEY, August 18th.

The first football test match, Australia v. China, resulted in a win for Australia by five goals to one.

The attendance numbered 25,000.

SCOTTISH LEAGUE.

SHANGHAI, August 18th.

Following are the results of Saturday's Scottish League matches—

Aberdeen, 3; Clydebank, 1.
Airdrieonians, 3; Hamilton, 2.
Celtic, 2; Falkirk, 1.
Partick, 3; Ayr, 0.
Hearts, 0; Clyde, 0.
Raith, 3; Dundee, 0.
Third Lanark, 1; Hibernian, 4.
Kilmarnock, 1; Queen's Park, 4.
St. Mirren, 3; Morton, 1.
Motherwell, 0; Glasgow Rangers, 3.

"THE FASTEST HORSE IN THE WORLD."

ENGLISH DERBY WINNER TO CONTEST TITLE.

LONDON, August 18th.

Mr. Ben Irish, the owner of the Derby winner Papyrus, has accepted a challenge from American racing men to race against a selected American champion at Belmont Park on October 20th for £40,000 and the title of "fastest horse in the world." The loser is to receive £4,000.

TENNIS.

AMERICAN LAWYER TENNIS CHAMPIONSHIP.

FOREST HILLS, August 18th.

Miss Helen Wills won the Women's American Lawn Tennis Championship, defeating Mrs. Mallory by 6-2, 6-1.

Miss Wills, who is a Californian school girl, played spectacularly. Right throughout the game she out-generalised Mrs. Mallory, who has held the title seven times.

U.S. DOUBLES CHAMPIONSHIP.

The British couple, Miss McKane and Mrs. Covell, won the Doubles Championship against Miss Goss and Mrs. Wightman—6-2, 6-2, 6-1.

DAVIS CUP.

BOSTON, August 19th.

Anderson defeated Hirsch, 7-5, 6-2, 6-0, out-playing the Frenchman at every stage of the game.

In the final match Lacoste beat McInnes, 6-2, 6-1, 6-2.

EARLIER CABLES.

BOSTON, August 18th.

In the Davis Cup Doubles, Australia beat France 6-8, 6-3, 6-8, 9-7. Australia has thus won the final and will meet America in the challenge round.

LATEL.

Hawkes and Anderson represented Australia; Lacoste and Brugnon France. The match was closely and most brilliantly contested. The Frenchmen showed sensational flashes, but the Australians played with remarkable thoroughness.

LATEST CABLES.

FRENCH GLIDING COMPETITION.

PARIS, August 18th.

In the gliders competition at Yerville, Simon remained in the air 47 mins. 35 secs.

EARLIER CABLES.

HOME CRICKET.

LONDON, August 17th.

Lancashire, at Southend, defeated Essex by nine wickets. Hallows for Lancashire compiled 179 not out and O'Connor 93 for Essex, both in their first innings.

At Hastings Surrey's innings was declared at 552 for 8 wickets. Ducat contributed 120, Shepherd 106, P.G.H. Fender 84 and Hobbs 79. Sussex's scores were 164 and 279 for 7.

Somerset defeated Worcestershire by 84 runs at Weston-super-Mare. M. Foster compiled 90 in Worcestershire's first innings.

At Leeds, Hampshire led Yorkshire on the first innings. Mead scored 132 in Hampshire's first innings and Sutcliffe 87 in Yorkshire's second innings.

At Lord's Nottingham obtained a first innings lead against Middlesex. Hardstaff made 113 in the first Nottingham innings and Hendren scored 142 not out for Middlesex in the second venture.

Kent beat Gloucestershire by ten wickets at Cheltenham. Hardinge (Kent) hit up 120 in the first innings.

At Leicester, Leicestershire defeated Glamorgan by 109 runs. C. H. Taylor compiled 102 in Leicestershire's second innings.

One of the most extraordinary happenings of the day was the way in which a heavy steel oil lighter broke her moorings and was driven by the wind through the Harbour at a speed believed to be at least twenty knots an hour, and finally glided smoothly alongside of the Hongkong and Macao Steamship Company's wharf just outside the Harbour Office.

The stern of the lighter hit the pier and so slowed the rest of the vessel into position. Had there been a competent navigator aboard and had the lighter been a yacht instead of the ungainly craft it was, the thing could not have been better done. There were about ten Chinese on board at the time.

TYPHOON NEWS.

(Continued from page 3.)

house (The Mount) from being undermined by the road works, the hillside there having had several landslides this summer.

Barker Road and Magazine Gap Road were not so severely affected, but houses there, too, now let in ruin through at least part of their roofs. The trees on this slope of the hill now present a sorry spectacle, the damages to branches resulting in so many dying leaves.

A party of businessmen who left the Peak for the City at 8.30 a.m. on Saturday had an exciting experience when they reached Wan-chai Gap. The hood of the car was blown away and they were forced to crawl on their stomachs to shelter.

During the typhoon an amah, employed by Mrs. Logan at No. 49, The Peak, either jumped or fell from the first floor verandah. The unfortunate woman was seriously injured. Dr. Brown was called in and he rendered medical assistance and later the amah was sent to the Government Civil Hospital.

CONSIDERABLE DAMAGE AT THE PEAK HOTEL.

Residents at the Peak Hotel took breakfast on Saturday morning huddled into the centre of the dining room, the enclosed verandahs being under water from leakage through the window panes, particularly at the North end against which the wind and rain beat with extraordinary violence. Those who, realising that attendance at their offices would be impossible, turned over and took another "forty winks," were punished for their diastrophism. About half-past-nine o'clock several of the panes of glass at the North end came in with a crash and the dining room was exposed to the full fury of the storm. Floors were swamped, table cloths were flapping like torn sails, and the dining room had to be cleared and the doors barred as firmly as possible, to prevent the wind gaining further access to the building.

Soon afterwards end windows of the corridors on upper floors gave way and portions of the roof were torn off, rendering several rooms uninhabitable. Lath and plaster partitions were flapping in the wind and sending clouds of dust through the corridors. Before the wind abated, at about 11 a.m., considerable damage had been done at the Hotel.

As the kitchen and pantry were put out of action a picnic tiffin of sandwiches was arranged by the management and in the evening dinner was served in the lounge, which will be used for meals pending the repair of the dining room windows. Eleven bedrooms are out of use.

AN ADVENTURE ON THE HILL SIDE.

Three residents of the Peak Hotel, one a young lady, decided, when the Train service was suspended, to proceed to their several adventures on foot via the Peak Road. They struggled about half way down the hill, but when branches began to be torn from trees all around them they took shelter in a ravine. It was soon evident that they were not safe there from falling boughs, so the party resolved to make the best of their way back to the Hotel, an undertaking occupying more than an hour, owing to the force of the storm which threatened to lift them off their feet and fling them over the cliff side. Only by clinging to branches during the severest gusts was this feat averted. Her companions were full of praise of the plucky conduct of the young lady under the trying ordeal.

CONDITIONS ON THE HIGHER LEVELS.

The wind swept up the north side of the Peak with the effect of shears, lopping off branches, and uprooting trees over the whole face of the cliff. Houses in Lugard Road have sustained damage to roofs, and the telephone wires there are down. Interruption of the telephone service through this cause is extensive throughout the Hill District.

Large portions of the roof of the manager's house at the Upper Peak Station were torn off and much damage has been done to contents. The force of the wind was very strongly felt at Victoria Gap. Many instances were observed from the Peak Hotel windows of people being carried off their feet by the gale. A sanitary bin was carried along almost with the force of a cannonball and narrowly missed a pedestrian. A ricksha was swept through the gap between the Peak Hotel and the Tram Station, in spite of all the efforts of the two coolies. This vehicle was dashed against the coolie shelter and the coolie in the shafts was knocked senseless. The Tram Station was strewn with brick rubble from the Hotel and the vicinity looked like a section of Armistice.

A survey of the West Point district indicated that the walls of buildings, even of the older property, stood the force of the wind unexpectedly well. The streets, however, are littered everywhere with debris, consisting mainly of roof tiles, which points to extensive damage to interiors from water, a deduction borne out by the fact that every few yards the pedestrians tripped in addition to soaking by the discharge from open doorways of buckets of dirty water mopped up from the floors.

THE ABERDEEN FISHING FLEET.

Concern is felt for the safety of the Aberdeen fishing fleet. On the night before the typhoon the visibility was extraordinarily good, and the fleet could be easily discerned operating with bright lights, near the three islands (called the Lammies) on the horizon beyond Lamma. In the morning the fleet was tacking and manoeuvring, evidently trying to make Aberdeen Harbour, but many of them had not reached safety when the typhoon struck the Colony and the crews probably decided to run before the wind and try and get under the lee of Cheung Chau or neighbouring islets.

HAPPY VALLEY.

Happy Valley and the surrounding residential areas experienced the full force of the blow. Trees were uprooted and branches hurled in all directions, causing considerable damage to property and danger to life. The grand stand belonging to the Baseball League is again in ruins, while a number of the trees alongside the road leading through the valley have been torn up by the roots. A number of residential buildings in Morrison Gap Road had their verandah roots torn off, the iron hurling in all directions. The Anglo-Chinese school in Wan-chai Gap Road will be unfit for occupation for some time as a large tree opposite was blown over, crashing through the roof. The full strength of the gale must also have been felt at the Naval Hospital, for the "casualties" among the trees in this quarter have been particularly heavy. Some of them fouled the telephone wires and the weight of the sudden timber dragged the wires down, causing a number of the iron telephone poles to snap off at the base. It is probable that telephone communication will be interrupted for some time.

IN KOWLOON.

NATHAN ROAD A BEWILDERING SIGHT.

EIGHT MOTOR-BUSES OVERTURNED.

For spectacular damage Kowloon takes first place, especially in the main thoroughfare, Nathan Road, where people on Saturday at tiffin time encountered uprooted trees lying at all angles across the road at practically every 30 yards or so along the whole of this fine thoroughfare leading out to Yau-mat. But naturally the damage was not confined to the uprooting of trees. The roads were flooded, and five electric wires for a time formed a deadly snare to the unwary. Matscheds were torn from their foundations and in some places had been lifted by the wind into the roads. There were several serious collapses of houses and matscheds, involving loss of life. Further out in the districts, towards Kowloon City, Hung Hom and Sham Shui Po, motor buses had been caught by the elements and overturned on their sides, some of them being badly smashed. One of those on the Kowloon City Road had been lifted right off the road and hurled into a paddy field. Strange to say, Hung Hom and Kowloon City got off lightly. Both places had minor collapses, but no casualties have been reported from these two places.

Starting on a tour of inspection from the Kowloon Ferry Wharf the first thing to be noticed is that the clock face of the Kowloon-Canton Railway Station Clock Tower (the side facing the Water Police Station) has been badly holed, though the clock itself seems to have withstood the typhoon and to have showed the time throughout. Not so with the electric clock on the wharf. This one had stopped at 9.50 a.m. just when the typhoon was working up to its climax.

Looking along Canton Road, it was seen that the road was blocked by several trees. It was, in fact, completely blocked for the length of about 300 yards. This road is narrow and the fallen trees stretched across from one wall to another. At the Water Police Station the huge matsched which has for some months past covered the roof of the station was blown away and the rooms on the top floors laid open to the weather. The strong scaffolding round about the Station collapsed in a heap, and mixed up with the bamboo poles lying all over the place there were electric wires. It goes without the saying that the hoardings surrounding the site of the European Y.M.C.A. and the Peninsula Hotel site came down, and a lot of it has simply disappeared. A quantity of the Peninsula Hotel's hoarding was later found over the other side of the railway line—a considerable distance away. The windows of the new Kowloon Hotel appear to have suffered badly on the Nathan Road front, where only a few of the large oblong panes of glass remain whole out of a very large number of windows.

Victoria View—the terrace which runs at the back of the Kowloon Hotel—has suffered miscellaneous damage. Jalousies are missing, windows have been blown in and the verandahs have been cleared, for the most part, of the wooden structures which have been built thereon. The entrance from Nathan Road to the Terrace is completely blocked; several trees having fallen on top of one another in the gateway.

The Star Theatre seems to have caught it rather heavily. The wooden folding doors, used as the wide main entrance in Hankow Road, were blown in and the fittings just inside were damaged. Through this wide breach the wind screamed and a screeched and at one time there was a grave danger of the wind lifting up the roof. A large window giving light to the cash-office has been smashed in.

In Haiphong Road the Palace Hotel is the next place to attract one by damage done. The whole of the wooden and glass partition screening the dining room, which is on the street level, has been blown in and the interior of the room on Saturday was exposed to the view of passers by. The wind literally wrecked the room. Pictures were torn off the walls; crocks and glass were hurled on to the floor and smashed. It was only the ready assistance of Mr. Osberry's guests holding the heavy pieces of furniture and preventing the wind from lifting them round the room, that saved the place from being more severely damaged. The bar room floor of the hotel was under water during the heavy rain.

Nathan Road itself presented a bewildering sight. It reminded the writer of the havoc caused to the poplar-lined roads in North France by an intense bombardment from the enemy's guns during the days of the War. Nathan Road brought back those mental pictures of the war very clearly. Within a hundred yards of the Kowloon Theatre five large

trees uprooted by the wind lay across the road. The roots of one of these trees would probably measure twenty feet in circumference, and they had evidently reached well into the ground. The damage along the road was not confined to trees. Telephone wires had been pulled down by falling trees and these entanglements were strewn all over the place. Light standards had been bent by the wind whilst a number of the stout iron telephone poles near the military mule depot were doubled over and lying on top of the wall. Nearly every road on the right hand side going up Nathan Road was blocked by trees.

The military mule stables—the hideous looking structures on the left hand side of the road, opposite St. Andrew's Church—were brought down and water was pouring over the wall in a sheet. Two of the matscheds had only partially collapsed whilst the third was altogether down. None of the mules were lost. They were turned loose by the Indian soldiers and allowed to roam about the depot ground at will.

The Kowloon Cricket Club Pavilion weathered the storm well. The front part of the pavilion has not been damaged, but a very small portion of the roof at the back has been lifted. The cricket ground was strewn with rubbish and under water.

The Government quarters, known as Cox's Path, are said to have been damaged, rather badly. These buildings occupy a prominent and open position and they received the full force of the typhoon. The roofs and verandahs of the houses were damaged.

Along Chatham Road most of the iron railing running along the railway line to the railway bridge was blown down as also was the matsched on the children's ground. Several matscheds behind Holt's Wharf collapsed, and the Kowloon Fire Brigade was called to rescue a number of coolies who were said to have been buried there. By the time they arrived the buried inmates had been rescued by employees of the Kowloon-Canton Railway.

In Austin Road, a coolie belonging to a contractor's matsched was electrocuted by a live wire. When the police discovered him he was lying with the wire touching his body whilst the dead man's hand was touching a goat which lay dead beside him.

In Yau-mat extensive damage has been done. There were several fires and collapses. The roof of Police Inspector Murphy's quarters has been blown off and the furniture damaged. In Shanghai Street, a house collapsed. All the inmates escaped with the exception of one man who was buried in the debris, and when he was reached by police and fire brigade men he was found to be lifeless. In Saigon Street a Chinese was electrocuted by a live wire.

On the main road leading from Yau-mat to the motor bus station no fewer than three motor-buses were to be seen lying on their sides. Apparently no person was injured when the wind toppled them over. They may have been abandoned at the time they were overturned. Their drivers and passengers, if they had any, probably seeking a safer refuge elsewhere.

At Kowloon Tsai it was at first feared that there had been serious loss of life in the collapse of a tile-roof matsched and it was rumoured that some 60 coolies, employed by Lee Hing, the contractor, who is making the 100ft. road, had been buried. On arrival of the Fire Brigade, Police, and Sanitary Department coolies it was found that a large number had been buried, but the majority of these were only imprisoned and not injured. They apparently owe their lives to smart work on the part of the rescuers. When the debris had been gone through it was found that five coolies had been killed and three injured. They were removed to the Kwong Wah Hospital.

In all, in the Yau-mat police district, 19 other buildings have been reported as damaged. These are minor collapses in which no person was injured.

A COLLAPSE IN SHAM SHUI PO.

In Sham Shui Po there was a serious collapse at No. 127, Kramer Street, Tai Kok Tsui. The house is a three-storied one and the walls caved in. It was said at first that eight persons were buried in the debris, but when the Police and Fire Brigade arrived only five dead bodies were recovered. Apparently the other occupants had made good their escape. There was another house collapse in Foo-chow Street. No person was injured.

Proceeding along the Kowloon City Road there were no fewer than five motor-buses turned over on their sides. One at the Cement Works has had its back badly smashed in, whilst another has been thrown into a paddy field.

Very little damage has been done at Hung Hom and Kowloon City. In both places there are matscheds down and in Kowloon City a few old Chinese houses in the old city have toppled down. Two houses at Nos. 3 and 4, Sai Kong Road, have collapsed and about 20 people have been rendered homeless.

Ho Mun Tin Garden City village escaped with only minor damage to windows and the wind played the mischief with gardens.

The workshops in the Kowloon Tong Estate were badly damaged.

The Steam Laundry at Yau-mat has been damaged.

DAMAGE IN THE NEW TERRITORIES.

At Tai Po the wooden part of the Railway Pier has been demolished, and the stone pitching considerably damaged. The road has been breached between the Railway crossing and the causeway bridge.

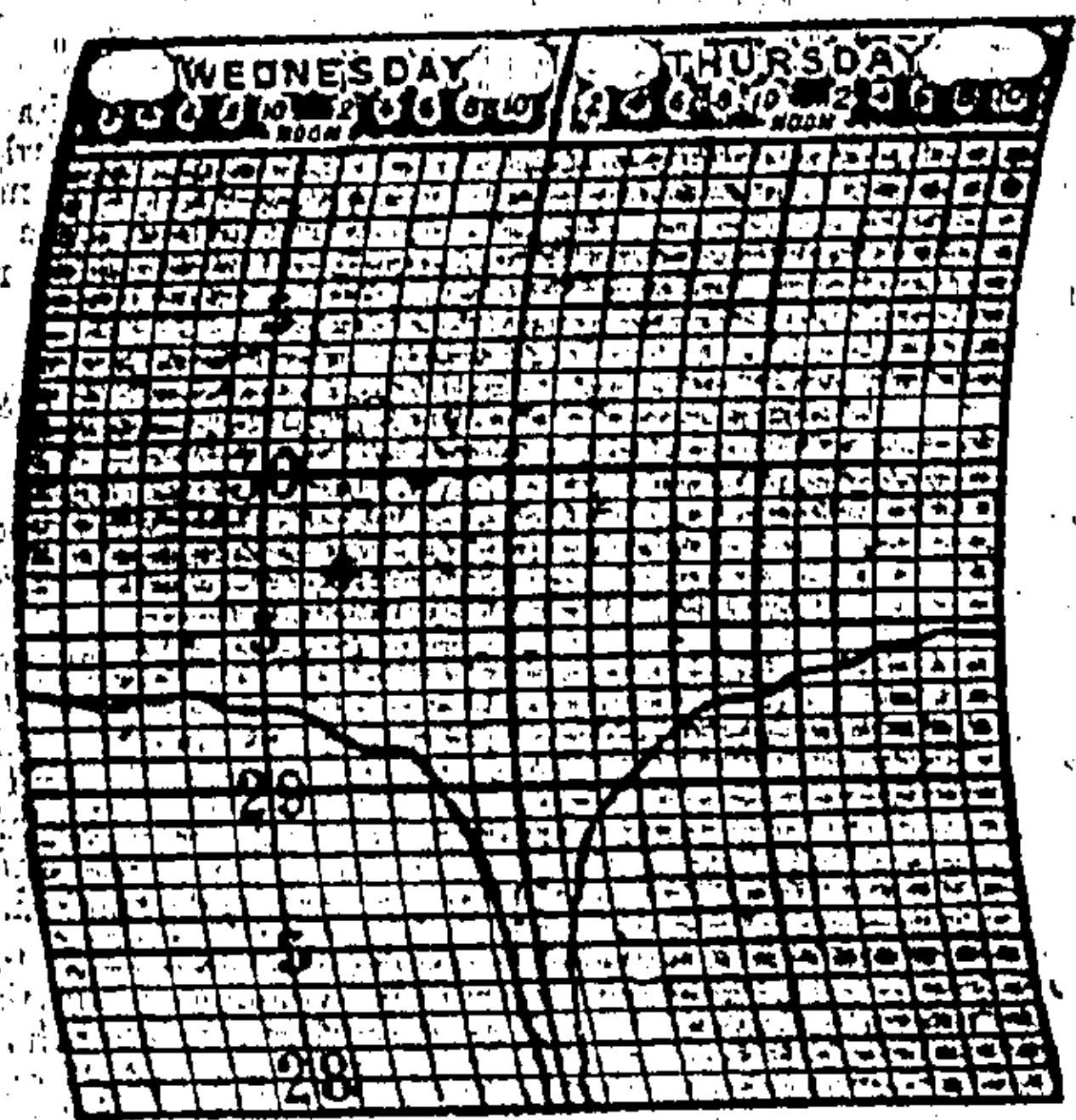
The railway embankment round Tolo Harbour has suffered considerably, necessitating a change of trains between Shatin and Tai Po.

At Shatin several embankments are broken and much paddy has been ruined by sand and salt water.

(Continued on page 8.)

BAROGRAPHS

(SELF RECORDING BAROMETERS).

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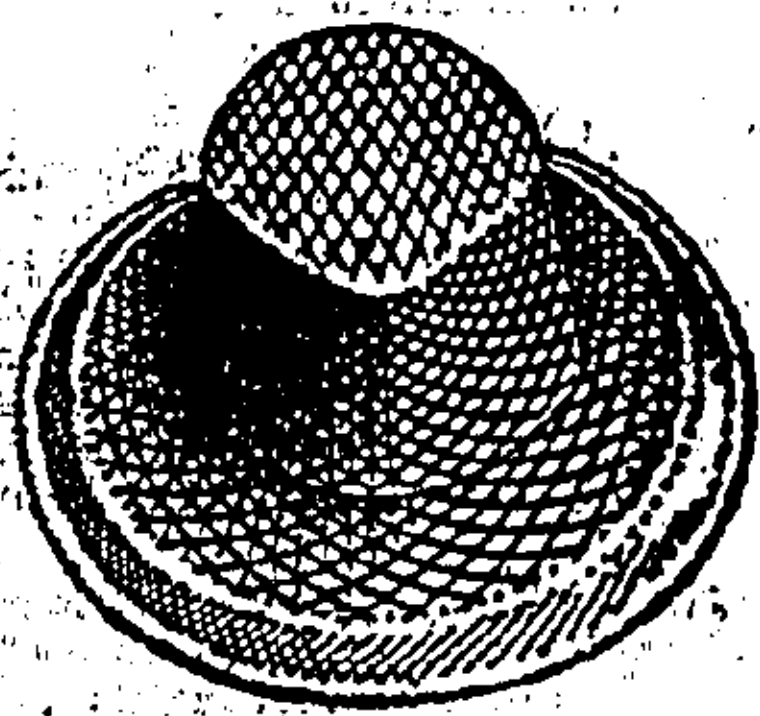
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TYPHOON NEWS.

(Continued from page 7.)

THE RAIN.

The rain which fell during the typhoon deserves a paragraph to itself. Almost throughout exceedingly heavy, during the worst part of the storm it completely obscured the range of vision beyond a few yards distance. The raindrops struck the face like bundles of needles; it was impossible to gaze in the direction from which the storm was coming and when one looked to leeward the sting of the rain on the back of the neck was almost as painful as on the face. The obscurity of vision induced by the rain increased the sense of helplessness of those on board the drifting vessels in the Harbour. Even if it had been possible to avoid impending collisions, it was impossible for the navigators to see what lay ahead. When the rain fell with spasmodic violence the scene, as seen from an eminence overlooking the broad slopes of the Peak, was a very beautiful one. The rain could be seen drifting across the countryside in long curtains of quivering haze, following one another rapidly as far as the eye could see.

Perhaps the heaviest rain in Hongkong fell about two p.m. At this time the nullah at the Lower Peak Tram Terminus presented an extraordinary spectacle as the foaming brown torrent tore past. Surface drains discharging into the nullah sent forth such violent streams that the water emerged horizontally and spanned the raging main stream beneath. At every bend it seemed as though the nullah's solid walls of masonry must give way under the extra pressure of the impeded stream. Unceasingly, branches of trees, borne along with the speed of racehorses, flitted across the sight and were gone. At this time, also, the surface drains in Garden Road, although in full operation as above described, proved inadequate to drain the road surface and for some minutes the road itself became a raging cataract so that to walk there was as uncomfortable as to tramp through the bed of a mountain stream.

The rainfall during the 24 hours ended at 6 p.m. on Saturday was recorded at the Observatory as 4.92 inches. Incidentally this brings the total for the year up to 61.38 inches against an average of 60.80 inches. This is the first time this year that the average rainfall has been exceeded.

INTERRUPTION OF COMMUNICATIONS.

The Star Ferry Service was suspended about 8.30 a.m. and resumed at 3.30 p.m. The Hongkong Tramway Co.'s service was suspended, owing to the power being cut off to prevent danger to life from broken wires, and the service was resumed about 4.30 p.m.

The Peak Tram cars ceased to run from about 8.30 a.m. till 2 p.m.

The Kowloon motor buses continued to run beyond the time when it was safe to do so, with the result that no fewer than eight of them were overturned and damaged.

THE TELEPHONE AND ELECTRIC LIGHT SERVICES.

The telephone service to many parts of the Colony was interrupted by the poles and wires, having been brought down.

The overhead cables of the Hongkong Electric Co. suffered in the same way, thus depriving many houses of light. The damage is so extensive that it will probably take some days to repair. Fortunately, for the central part of the City, the cables are now underground, and so no inconvenience was caused in the areas supplied by these cables. At Kowloon also the electric light supply was disorganised to some extent from the same cause. Incidentally it may be mentioned that on both sides of the harbour, people (apparently six in all) were electrocuted by coming in contact with live wires.

The Military were left with two telephone connections out of 350.

THE LOSS OF LIFE ON LAND.

SIX PERSONS ELECTROCUTED.

Through the courtesy of the Chief Inspector at Central Police Station we were able to ascertain yesterday morning from the police reports sent in by the various Police Stations in Hongkong and Kowloon (not including the New Territories) the approximate number of casualties on land. These total 20 killed and 11 injured principally by the collapse of houses or matchboxes, etc., and in addition six persons were killed by contact with live electric wires which had fallen into the streets.

In addition the Water Police report two deaths in the Yau-mai Typhoon Refuge and also the feared loss of nine lives at Castle Peak where a junk under tow broke her tow line and disappeared into the blinding rain. She has not been heard of since.

PREVIOUS TYPHOONS IN HONGKONG.

(AS RECORDED AT THE ROYAL OBSERVATORY.)

Date.	Highest Wind velocity miles per hour.	Lowest barometer.	Direction of wind when highest.
1884, Sept. 10	89	28.88	E N E
1893, Oct. 2	81	29.23	E by N
1894, Sept. 25	86	29.31	E by N
1894, Oct. 5	86*	29.09	S E by S
1896, July 23	108	28.78	E by S
1900, Nov. 10	90	29.75	N N E
1902, Aug. 2	82	29.09	S W by S
1906, Sept. 18	77	29.07	S S W
1908, July 23	81*	28.82	S E
1913, Aug. 17	88	29.21	E N E

*—Anemometer damaged; record probably low.
The lowest reading recorded at the Swatow Club during the typhoon and tidal wave which swept that port on August 1st, 2nd and 3rd of last year was 27.53.

"SHIPS DRIVEN TO THEIR DOOM."

AN EYE-WITNESS'S ACCOUNT.

A resident who watched events from an office near the Hongkong Club says that he reached the office about 8 a.m. and had settled down to work as usual when he heard the maroons go off. "Everybody rushed to the windows," he said, "to watch the seas which began to get up very rapidly. Soon they were breaking heavily against the Praya wall, sending up clouds of spray as high as the buildings and increasing the obscurity produced by the torrential rain. Sometimes we could see nothing beyond the Praya wall; at others times the mist cleared slightly and we could discern the *Empress of Australia* looming up and fading away again into the mist. It had the curious effect of making her appear to be drifting to and fro. Later, we saw the *André Lebon* between her and our line of vision, where previously there had been no ship, so we knew that the *André Lebon*, at any rate, had drifted. We could not make out the relative positions very clearly but were not surprised to hear afterwards that the two vessels appeared in great danger of colliding. Indeed it seemed so to us; it was a time of tense anxiety, it seemed as though anything might happen and that even an *Empress* might turn turtle in such a terrible gale. That was the strongest impression on the mind; amazement that wind could blow with such awful violence."

Early in the storm we could see dimly the outlines of vessels drifting past, their funnels smoking furiously, but their engines evidently unable to make headway against the fury of wind and seas. The first one turned out to be the small steamer—the *Sekino Maru* which found lodgment against Statue Pier. At first it seemed as though she would get sea room and be able to get head on to the storm. But opposite Statue Pier she was beaten inward, broadside on, bumping heavily against the pier. Then the wind got under her stern and swung her round, broadside on to the windward side of the pier where she lay throughout the storm grinding heavily and damaging both herself and the pier. If she had hit one of the wooden piers—the Star Ferry or Blake Pier—she must have carried it away for she was moving with considerable speed.

After that, another steamer drifted up in the same way; this was a much larger vessel and was nearer to us. It approached very near the Naval Yard and the end of the V.R.C. premises, moving much more slowly at last and evidently touching the bottom. She went aground near the V.R.C. and was beaten by the waves about 20 yards further before she finally stuck. She turned out to be the T.R.C.'s *Ginga Maru*. Later, we saw that she had established communication with the Naval Yard Camber and people could be seen getting on and off.

About this time the *André Lebon* appeared on the scene, in dangerous proximity to the *Empress*, but the French steamer won, cleared, and her smoke stacks belching forth furiously, she steamed slowly up the harbour, in the teeth of the gale, no doubt to her present position. "I think the next thing we saw was the *Jardine* bent. It was a dreadful sad spectacle. She came drifting past, partially submerged and evidently likely to founder at any moment. Her bows were under water and some of us thought we saw men on the stern making signals for help which no one could respond to. We could only hope that she might reach shallower water in time to save her from sinking completely and drowning her crew. She seemed to strike the Douglas pier and then we saw no more of her and feared the worst. At that distance we could not see the funnel just showing above the water.

Next what looked like a bundle of wreckage came in sight, ten or twenty yards from the *Ginga Maru*. It turned out to be a submarine and sank before our eyes 30 yards west of the *Ginga*'s bows. A man jumped clear as she sank and managed to secure a hold on a launch buoy. He wore a life-jacket and was waving his arms for help. It seemed as though he was there for fifteen minutes. Sailors and others were running up and down the Praya with life belts. They seemed to be looking for a boat or for some means of getting a line out from the Praya but it was obviously impossible against the force of the storm. At length, activity was observed on the forecastle of the *Ginga Maru* and a man with life belt and line jumped into the sea. He was carried by the current down towards the man on the buoy and got him back to the *Ginga Maru* where, both were hoisted on board. The submarine, when she settled, was still just visible and is so now.

"I had often wanted to see a typhoon," concluded our informant, "and I never want to see such another sight as all those vessels drifting to destruction. I shall never forget the feeling of sorrow and distress when the almost submerged *Tanpang* went by, driven to her doom with we knew not how many lives involved in her fate."

NO STEAMERS FROM MACAO.

There were no steamers to and from Macao yesterday and consequently no definite news as to how the Portuguese Colony fared.

(Continued on page 2.)



Why Baby cries

Baby cries to let you know that all is not well with him; the poor little fellow has no other way of telling you. Health and happiness go hand in hand in babyhood, and Baby's cries usually mean that his food does not agree with him.

No food suits every baby, but the food that suits most babies is Glaxo. The pure, rich milk of grass-fed dairy cows, it is so digestible that Baby assimilates it as easily as mother's milk. Prepared simply by adding hot, boiled water, Glaxo provides all the nourishment that Baby needs—it forms a complete food from birth.

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for every milk purpose

Don't buy Baby's Food until you have seen the Glaxo Food.

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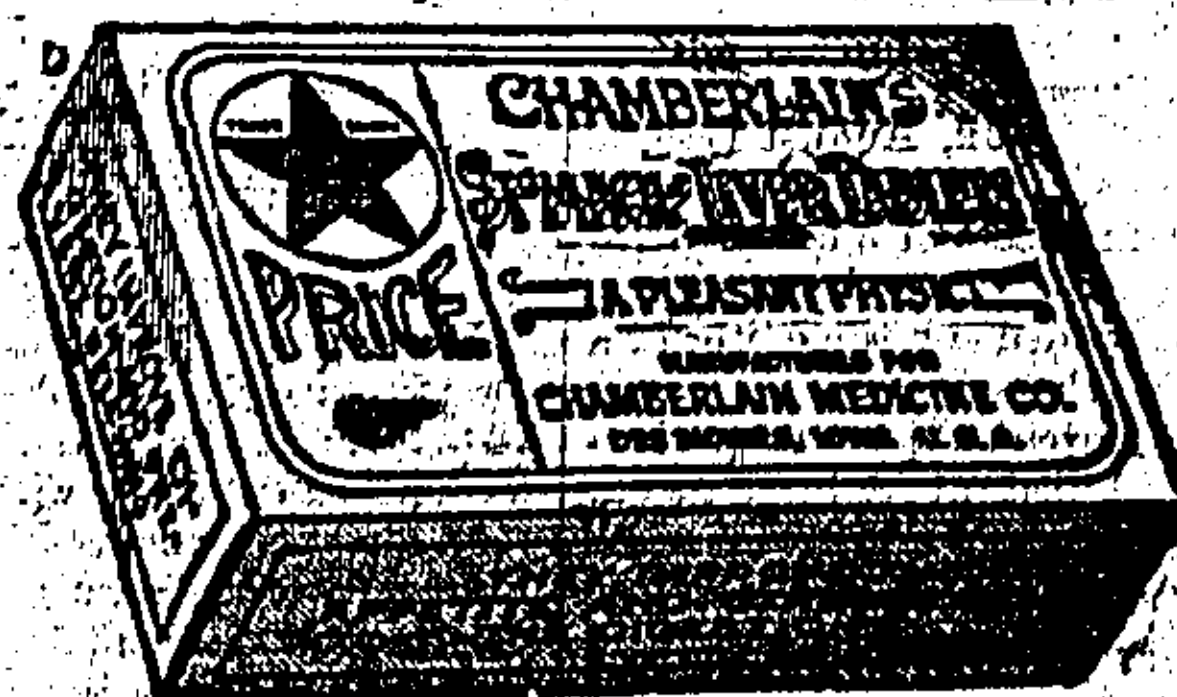
RICE MILLING

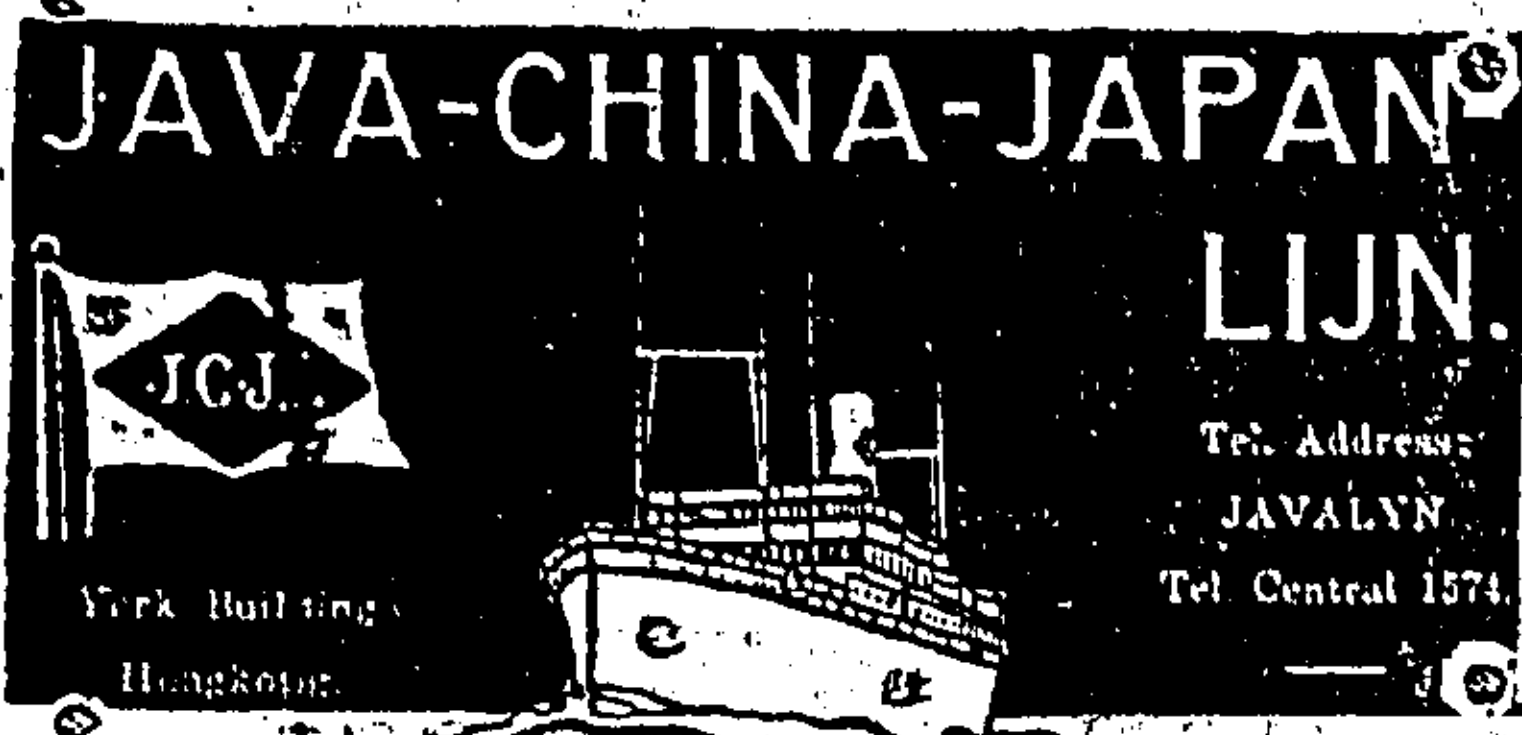
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STEAMERS	FROM	EXPIRED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIPANAS	JAVA	In port	23rd Aug.	BATAVIA
TJLEBOET	JAVA	21st Aug.	23rd Aug.	JAPAN
TJIKEMBANG	NORTH CHINA	—	5th Sept.	BATAVIA

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Arrivals from Europe.
S.S. "KEERTSONO" ... 23rd Aug.
S.S. "OOSTKERK" ... 24th Sept.
S.S. "OUDERKERK" ... 25th Oct.

Sailings to Europe subject to alterations.

Steamers	For	Calling on or about
"SAPARORA"	Rotterdam, Amsterdam, Hamburg & Bremen	8th Sept.
"KEERTSONO"	Amsterdam, Rotterdam, Hamburg & Bremen	6th Oct.

For full particulars please apply to
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IN JAPAN PROPER

Chosenji (Nikko) — Lakewood Hotel Kamakura — Kaibin Hotel Karuizawa — Mikasa Hotel Mampei Hotel Kobe — Oriental Hotel Tor Hotel	Kyoto — Kyoto Hotel Miyako Hotel Matsushiro — Park Hotel Miyajima — Miyajima Hotel Miyajima Hotel Kujiya Hotel Nagasaki — Japan Hotel	Shirakawa — Daitokuwan Hotel Tokyo — Imperial Hotel Omori Hotel Tokyo Station Hotel Tanjikijiseiyokan Hotel Yokohama — Grand Hotel
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IN TAIWAN (FORMOSA)

Taihoku — Taiwan Railway Hotel

IN CHOSUN

Fusan — Fusan Station Hotel Kojio (Seoul) — Chosen Hotel Shingishu — Shingishu Station Hotel

IN MANCHURIA

Changchun — Yamato Hotel Dairen — Yamato Hotel Hochigaura — Yamato Hotel	Hoten (Mukden) — Yamato Hotel Ryojun (Port Arthur) — Yamato Hotel
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TYPHOON NEWS

(Continued from page 8.)

GLEANINGS FROM VARIOUS SOURCES.

The aerial at the Observatory was carried away. Also, we learn, the aerial at Stonecutters.

Two lighters belonging to the Standard Oil Co. were lost between Boen Tigris ports and Hongkong on Saturday.

At the Italian Convent, in Caine Road, a Chinese girl was electrocuted by coming in contact with a live wire.

Matsheds all over the Colony were wrecked, whilst the market close to the Wanchai Fire Station completely caved in.

An Indian watchman was killed and another seriously injured in the collapse of the Yee Wu Nursing Home at Happy Valley.

Sixty matsheds were blown down in the Bay View police area, principally in the neighbourhood of the North Point Reclamation.

Even the prisoners at Victoria Gaol were none too snug, despite the strength of the lodging, a portion of the roof being blown off.

Eight launches which were tied together in Taikee Dock were damaged by being thrown together and finally sunk; but they are all recovered.

The fliers along the Praya sustained more or less damage; the force of the waves wrenched off a number of the planks at the shore end of Blake Pier.

Five motor-cars standing in Douglas Street were badly damaged by beams, joists and masonry which fell upon them from the balconies of the houses alongside.

At Quarry Bay the overhead wires came down and several people were electrocuted. Corrugated iron was stripped off the works and was a source of danger as it was hurled through the air.

The *Hongkong* (Capt. Thomas) on her way down to Hongkong on Saturday morning turned back for a time in consequence of the weather, and, as a consequence, did not arrive until just before 9 p.m. instead of at 2 p.m.

The Republic Bay Hotel escaped serious damage, but practically the whole of the matsheds on the bathing beach were brought down. The Hongkong Hotel motor launch was running to Repulse Bay yesterday, using the lower road.

Some of the junks sheltering at Causeway Bay were cast on to the roadway, where they remained, high and dry, the occupants meanwhile cooking their meals on board and vomiting themselves generally as though nothing unusual had happened.

The water came over the Praya and the waves broke over the Cenotaph opposite the Hongkong Club. The whole length of Connaught Road was stripped of its car surface and resembled a road in course of construction before the steam-roller has passed over it.

CAUGHT IN THE GALE

AMERICAN STEAMER'S TERRIBLE EXPERIENCE.

A number of vessels arrived in port yesterday, but with the exception of the O.P.C. s.s. *Hornshell*, and the American steamer *Joefina*, all of these weathered the storm easily, some missing the gale altogether.

The *Hornshell* received a very severe buffeting, and some of her upperworks were carried away; otherwise she is not badly damaged.

With the *Joefina*, however, things were different. A *Daily Press* representative who boarded the vessel yesterday found a scene of chaos and disorder. The *Joefina* is a small tramp, manned by Filipinos, officered by Spaniards, registered at Manila, and flying the flag of the U.S.A. When she ran into the typhoon she was on her way from Manila to Nagasaki with a cargo of coal, and was just off Lima Island. Huge waves broke over her bows, a terrific wind was blowing, the ship was lashed with rain. It became apparent that they were in for a bad typhoon, and the boat was headed for the leeward side of Lima Island. Here she anchored, but it was soon found that the protection afforded by the island was inadequate, and the vessel dragged her anchor. Meanwhile the wind was playing havoc with the boat's fittings, and when a boat was carried away it was decided to run for Hongkong, although this Colony was not her destination.

The journey was a terribly anxious one, and had it not been for the fact that the cargo was heavy and kept the boat steady, there would probably be one more wreck to be added to the list already attributable to the typhoon.

Sea broke over the steamer's bows and stern, and one gust of wind worse than the rest made a partial wreck of the bridge; the work of destruction was soon completed. The compass was smashed, the deckhouse washed overboard, railways twisted like wire, and the companion-way carried away. The officer on the bridge escaped by a miracle. The vessel rolled and pitched heavily, and each succeeding wave carried on the damage begun by its forerunners. Cabin doors were smashed, ports broken, and everything movable carried away. The officers' quarters under the poop deck were completely wrecked. All the officers' cabins were washed away, and what was formerly the saloon now presents a scene of indescribable wreckage. The worst disaster was when the rudder carried away, and a new one had to be improvised.

The steamer's docks yesterday were a mass of tangled cordage, smashed wood-work, broken glass, and twisted rails. Over all, a flock of turkeys, liberated from their crates by the seas, wandered at will enjoying their new found liberty.

When repairs have been effected the *Joefina* will continue her voyage. Remarkable to relate, no-one was washed overboard.



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is the latest of the finger operated eye-glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical Colony—located in 53, Queen's Road Central.—ADVT.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW	"TAIRANG"	Monday, 20th Aug. Noon.
BANGKOK via SWATOW	"CHAKSANG"	Monday, 20th Aug. 2 p.m.
SIANGTAU via SWATOW	"CHAKSANG"	Monday, 20th Aug. 2 p.m.
TIENTSIN	"KWONGSANG"	Wednesday, 22nd Aug. Noon.
STRAITS & CALCUTTA	"CHIPSANG"	Wednesday, 22nd Aug. 3 p.m.
HAIPHONG via HOIHOW	"LAISANG"	Wednesday, 22nd Aug. 3 p.m.
KOBE via SHANGHAI	"LEESANG"	Friday, 24th Aug. 8 a.m.
SHANGHAI via SWATOW	"KUTSANG"	Friday, 24th Aug. Noon.
MANILA	"WINGSANG"	Friday, 24th Aug. 3 p.m.
SANDAHAN	"MAUSANG"	Saturday, 25th Aug. 11 a.m.
SHANGHAI via SWATOW	"TAKSANG"	Sunday, 26th Aug. 9 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Tuesday, 28th Aug. 3 p.m.
BANGKOK via HOIHOW	"CHUNSANG"	Wednesday, 6th Sept. 8 a.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, preparing from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

BRANCH LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze River ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo. Callings at Haiphong when indicated above.

BORNIO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" (both steamers having excellent passenger accommodation, Cargo taken at through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato).

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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s.s. "LAISANG" will be despatched on or about
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OUTWARDS.	HOMEWARDS.
Vessel	Dis Hongkong
"PEMBROKE" ... 23rd Aug.	"GLENNEO" ... 23rd Aug.
"GLENLUCE" ... 10th Sept.	"GLENLUCE" ... 10th Sept.
"GLENOCLE" ... 20th Sept.	"GLENOCLE" ... 20th Sept.
"CARMARTHENS" ... 6th Oct.	"CARMARTHENS" ... 6th Oct.

Movements are subject to change without notice.
For freight or further particulars please apply to—

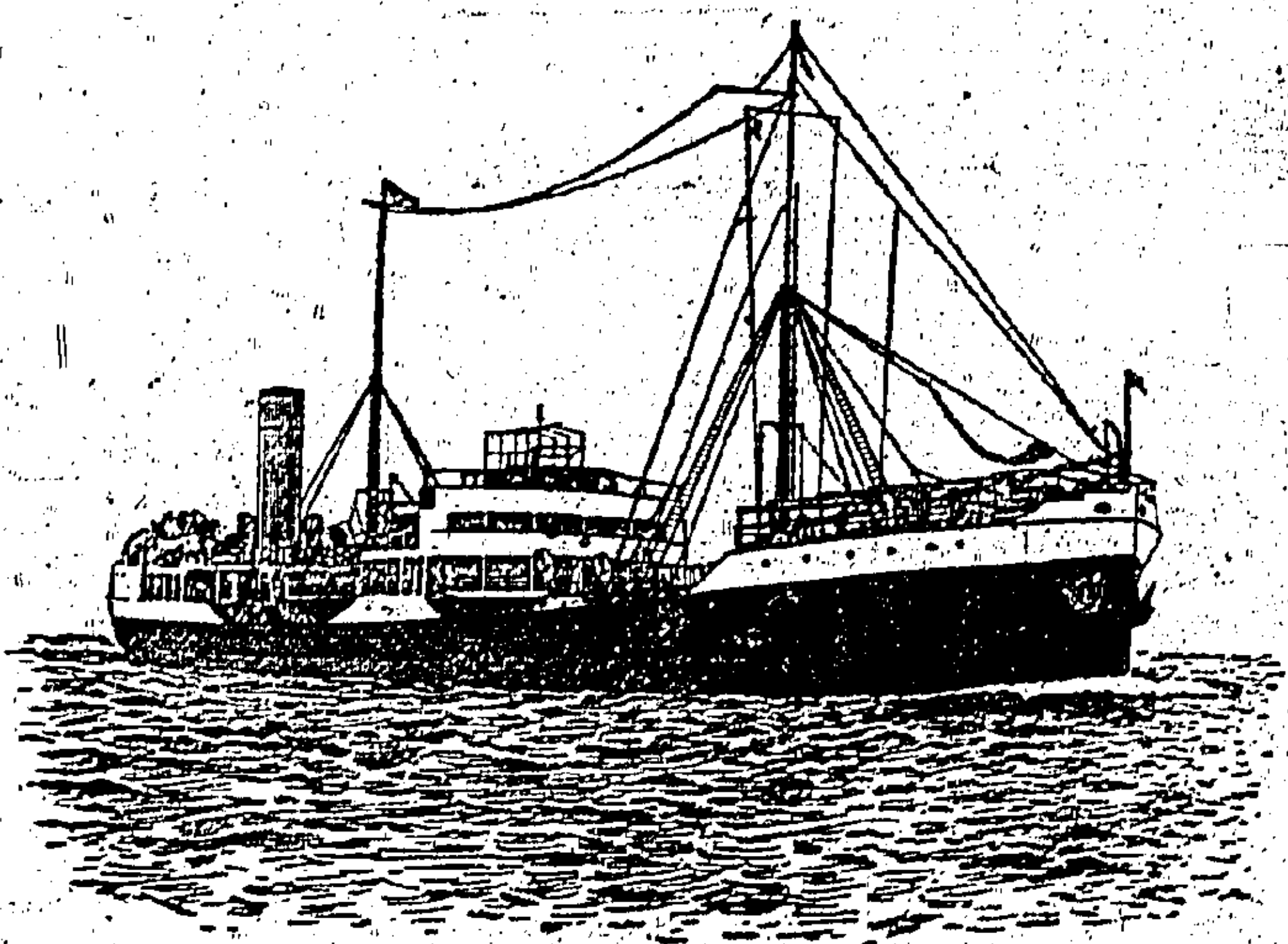
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SHIPPING NEWS

ARRIVALS.

August 18th.
Yuet Wah, Chinese str., 364 tons, Capt. W. Kap, from Swatow, with a general cargo.—Luen Fat & Co.
 August 17th.
Yat Tai, Chinese str., 484 tons, Capt. Y. A. de Lemos, from Kwang Chow Wan and Macao, with a general cargo.—Kwang O & Co.
Atsuta Maru, No. 22, Japanese str., 837 tons, Capt. Yokuda, from Keelung, with a general cargo.—Suzuki & Co.
Andre Lebon, French str., 7,373 tons, Capt. J. Cousin, from Marseilles and Haiphong, with a general cargo.—M.F.
Worres Castle, British str., 3,922 tons, Capt. W. J. Donohue, from Saigon, with a general cargo.—Dodwell & Co.
Egmont Castle, British str., 3,343 tons, Capt. J. Chan, from Keelung, with a general cargo.—Dodwell & Co.
Queen's Castle, British str., 1,206 tons, Capt. R. W. S. Pritchard, from Port Waucho, with coal for Chinkiang.—Moller & Co.
Zalard, British str., 1,277 tons, Capt. C. H. Spittle, from Saigon, with rice.—Wo Fat Shing.

August 18th.
Chenun, British str., 1,354 tons, Capt. R. Lewis, from Bangkok, with a general cargo.—B. & S.
Zoro Shell, British str., 1,507 tons, Capt. C. Howe, from Hankow.—Asiatic Petroleum Co.
Kanchow, British str., from Canton.
Kwangshui, British str., from Canton.
Princeton, Norwegian str., 1,357 tons, Capt. O. Hansen, from Saigon, with rice.—K. Larsen & Co.
Yuanan, British str., 1,200 tons, Capt. E. D. Milne, from Haiphong and Hoihow, with a general cargo.—B. & S.

August 18th.
Chipsing, British str., 1,199 tons, Capt. H. W. Chandler, from Tientsin and Weihaiwei, with a general cargo.—J. M. & Co.
Laomedon, British str., 1,285 tons, Capt. A. H. Smith, from Foochow, with a general cargo.—B. & S.
President Pierce, American str., 3,393 tons, Capt. H. L. Jones, from San Francisco, which port she left on July 26th, with a general cargo.—Pacific Mail S.S. Co.
Scheer, German str., 5,123 tons, Capt. H. Brahm, from Shanghai, with a general cargo.—Reuter Brockelman & Co.
Sumatra Maru, Japanese str., 5,682 tons, Capt. M. Yamaguchi, from Moji, with a general cargo.—O.S.K.
Tango Maru, Japanese str., 4,238 tons, Capt. C. Shitatori, from Melbourne and Manila, with a general cargo.—N.Y.K.
Yozon Maru, Japanese str., 836 tons, Capt. K. Futeishi, from Keelung, with coal.—M.B.K.

PASSENGERS.

Per Pacific Mail S.S. **President Pierce**, on April 18th:—For Hongkong: Mr. A. Canabon, Mr. B. A. Doran, Mr. R. Edgar, Miss E. M. Frost, Mr. N. Lee, Smith, Mr. D. E. Smith, Mr. N. J. Priestly, Mr. and Mrs. A. N. Peterson, Mr. and Mrs. C. W. Schaver, Miss G. Scherer, Mr. and Mrs. J. Shaw, Miss G. Silva, Mr. I. Syberg, Mr. C. S. Wolf, For Manila: Mr. A. Abarquez, Mrs. T. W. Becker, Mr. P. Botler, Mrs. A. Burton, Mr. R. V. Crockett, Mr. J. Davis, Mrs. A. Davis, Mr. and Mrs. S. B. Davis, Mr. and Mrs. J. M. Gillipie, Mr. and Mrs. C. P. Goodhue, Mr. and Mrs. T. Guard, Mr. J. I. Harris, Mr. P. Hoffmann, Mr. J. J. Keith, Mr. and Mrs. G. S. Kirby, Mr. H. E. Kimmel, Mr. Moyers, Mr. J. Moore, Mrs. M. M. Saleby, Mr. E. J. Seaton, Mrs. D. M. Shaw, Miss M. Shipman, Mr. R. Valiram, Mr. and Mrs. E. Walton.

VESSELS EXPECTED.

Amhuise (M.M.), due August 28th.
Bellerophon (Blue Funnel), due Sept. 7th.
Bentley (Ben Line), due Sept. 8th.
Cordillera (M.M.), due September 11th.
Empress of Asia, due August 27th.
Liangchow, due to-day.
Liverpool Maru (N.Y.K.), due to-day.
Mentor (Blue Funnel), due August 31st.
Meriones (Blue Funnel), due Sept. 8th.
Yungana Maru, due August 26th.
Perseus (Blue Funnel), due August 25th.
Shingo Maru (T.K.K.), due August 21st.
Victoria, due August 27th.

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WEATHER REPORT.

August 18th at 14.50.—Local signal No. 7 lowered.

August 18th at 12.50.—Pressure has increased considerably in the neighbourhood of Hongkong and decreased slightly from S.W. Japan to Formosa, and also at Yap. It is nearly stationary over Tongking and the Philippines.

The typhoon has filled up, leaving a shallow depression central over the Gulf of Tongking.

Hongkong rainfall for the 24 hours ending at 10 a.m., 18th August, 3.54 inch. Total since January 1st, 61.78 inches, against an average of 61.09 inches.

The forecast for the 24 hours ending at noon, 20th Aug., is as follows:—

Disturbance: E. winds, fresh to moderate; moderate, generally cloudy, occasional rain.

Hongkong to Gap Rock: do.

Formosa Channel: do.

South coast of China between Hongkong and Lamock: do.

South coast of China between Hongkong and Baisan: do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 19th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.47	29.64	29.64
Temperature	74	78	79
Humidity	101	90	89
Wind Direction	ESE	E	E
Force	6	5	5
Weather	sq	sq	op
Rain	4.19	0.0	1.12

Highest open-air Temperature on 18th ... 83

Lowest open-air Temperature on 18th ... 78

HONGKONG TIDE TABLE

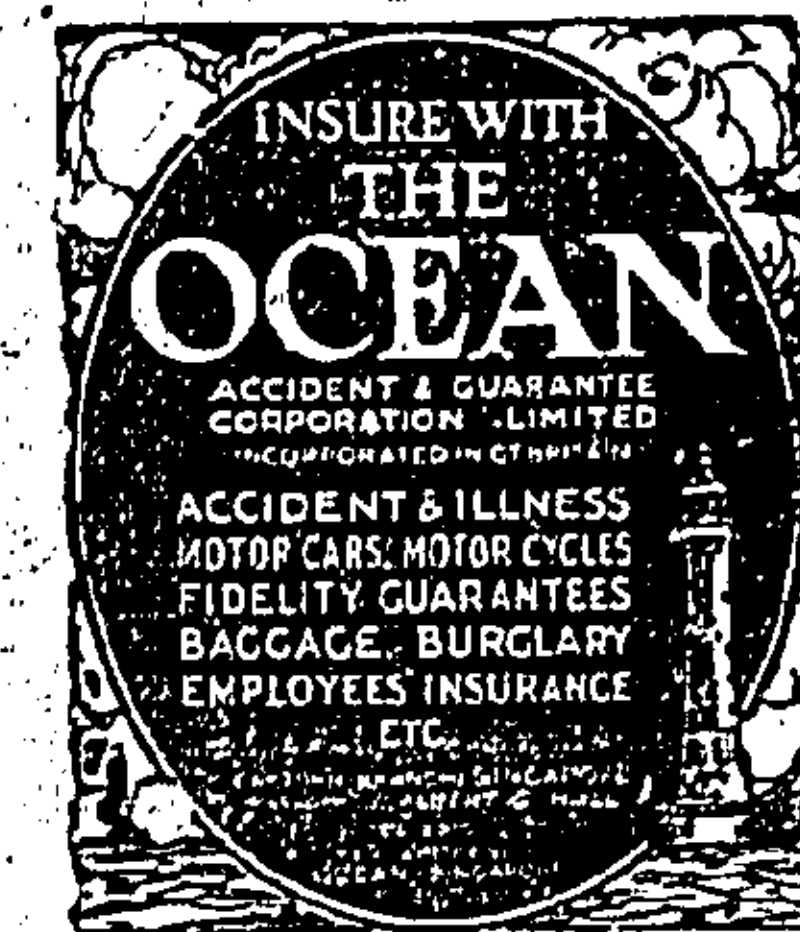
From August 20th to 26th, 1923.

HIGH WATER.				LOW WATER.			
Days of Week.	Days of Month.	H'kong Standard Time.	Height.	Days of Week.	Days of Month.	H'kong Standard Time.	Height.
Mon.	20	3.34	6.0	Mon.	20	10.48	2.6
Tues.	21	4.44	6.3	Tues.	21	9.44	3.6
Wed.	22	5.43	6.6	Wed.	22	10.55	3.8
Thur.	23	6.46	6.9	Thur.	23	1.18	1.8
Fri.	24	7.40	7.1	Fri.	24	2.41	1.5
Sat.	25	8.30	7.3	Sat.	25	3.17	1.3
Sun.	26	9.24	7.5	Sun.	26	3.34	1.3

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"Gets-It" Ends Painful Calluses and Corns.
 "Every kind of corn or callus surrenders to 'Gets-It' and peels right off. It takes just a few seconds to stop the pain with two or three drops. Go to your chemist today. Get a bottle of 'Gets-It.' It is by J. A. Williams & Co., Chicago, U.S.A. JAMES HAMILTON, Ltd., Shanghai, is Sole Agent for China."



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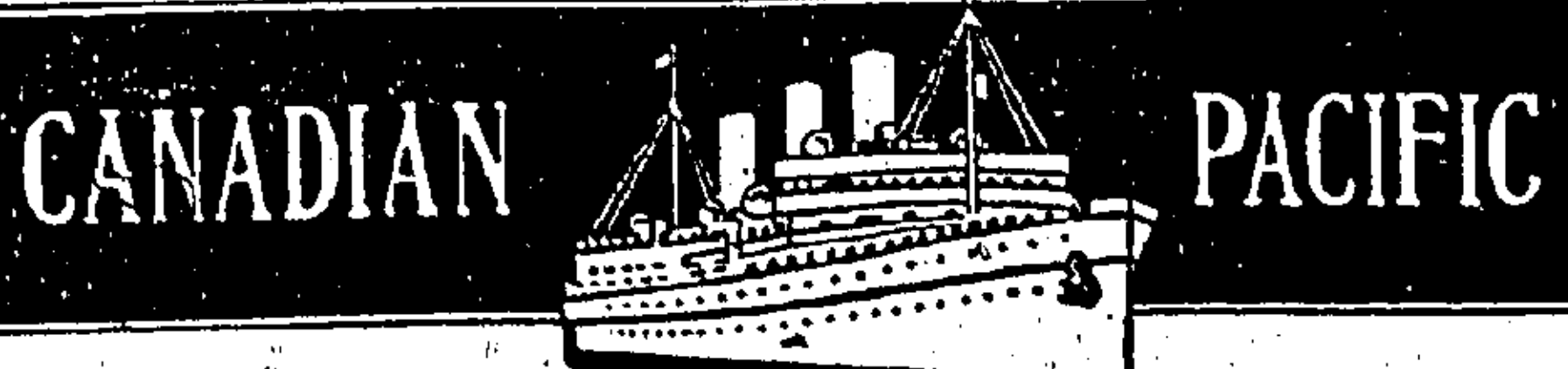
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via Shanghai, Nagasaki, Kibi, Yokohama, Vancouver, Montreal & Quebec.

From	Through	Due	From	Due
Empress Australia	Aug. 24	Sept. 12	Montcalm	Sept. 21
Empress Asia	Sept. 6	Sept. 24	Empress Scotland	Sept. 29
Empress Canada	Sept. 22	Oct. 8	Empress France	Oct. 13
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27
Empress Australia	Oct. 19	Nov. 7	Montcalm	Nov. 16
Empress Asia	Nov. 1	Nov. 19	Empress Scotland	Nov. 23
Empress Canada	Nov. 17	Dec. 5	Empress France	Dec. 9
Empress Russia	Nov. 29	Dec. 17	Empress Scotland	Dec. 23

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held subject to early reservation necessary.

Three Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.
 Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K. THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.

First class throughout. £120. £112-£110. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.

STEAMERS LEAVE HONGKONG:

SEIYU MARU (calling at Manila and Keelung) ... 22,000 tons, Aug. 31st.

SIBERIA MARU (calling at Dairen) ... 20,000 tons, Sept. 18th.

TATTO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 26th.

TENYO MARU (calling at Keelung) ... 22,000 tons, Oct. 25th.

KOREA MARU (calling at Manila and Keelung) ... 20,000 tons, Nov. 1st.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,

SAN PEDRO, MANZANILLO, BALBOA,

CALLAO, MOLLEND, AFRICA AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS LEAVE HONGKONG:

GINYO MARU ... 16,000 tons, September 5th.

ANYO MARU ... 18,000 tons, October 20th.

SEIYO MARU ... 14,000 tons, December 4th.

BAKUYO MARU ... 18,500 tons, January 15th.

JAPAN-HONGKONG-JAVA SERVICE.

OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA,

SAMARANG AND SOERABAYA.

STEAMER DESTINATION LEAVE HONGKONG

NEW YORK LINE. (Freight only.)

VIA JAVA AND SUEZ.

STEAMER LEAVE HONGKONG

MEIYO MARU ... about September 30th.

For full information regarding Passengers, Freight & Sailings.

Apply to: Y. TSUTSUMI, Manager, King's Building, Tel. No. C. 274 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH.

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PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

"PRESIDENT PIERCE" ... Aug. 29th.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

FIRST CLASS CABIN STEAMER SECOND CLASS THROUGHOUT. ON ATLANTIC STEAMER ON ATLANTIC

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
 LOS ANGELES
 SALT LAKE
 CHICAGO
 NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
 GRAND CANYON
 FEATHER RIVER
 YELLOW STONE PARK
 NIAGARA FALLS.

HONGKONG—MANILA

"PRESIDENT PIERCE" ... Aug. 29th.

"PRESIDENT WILSON" ... Sept. 3rd.

HONGKONG—CALCUTTA

FREIGHT ONLY.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3332 HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G.2403, G.2420, G.2440.

SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

HAKONE MARU ... Tuesday, 21st Aug., at 4 p.m.

SUWA MARU ... Thursday, 29th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM

MATSUYE MARU ... First half Sept.

LIVERPOOL via MARSEILLES & VALENIA.

DARBAN MARU ... First half Sept.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... Friday, 31st Aug.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... 1st Class 234, 2nd Class 236.

PASSAGE RATES TO LONDON.

A "Class Steamers ... 1st Class 234, 2nd Class 236.
 B "Class Steamers ... 1st Class 234, 2nd Class 236.
 C "Class Steamers ... 1st Class 234, 2nd Class 236.

S.S. "C" Class Steamers comprise those of the Cargo Type, which have accommodation for a few passengers, but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINK, LTD.)

(Tel. Central 7301)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BOSTON" ... via Suez Canal ... 25th August.
 S.S. "ANTIOCHUS" ... via Suez Canal ... 5th Sept.
 S.S. "BELLEROPHON" ... via Suez Canal ... 15th Sept.
 S.S. "CITY OF BAGDAD" ... via Suez Canal ... 25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINK, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Hongkong.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ORAMBORD ...	...	...	20th Aug.
PAUL LECAT ...	...	...	3rd Sept.
ANDRE LEBON ...	...	...	17th Sept.
AMBOISE ...	5th July	28th Aug.	1st Oct.
CORDILLERE ...	10th Aug.	11th Sept.	15th Oct.
ANGERS ...	24th Aug.	25th Sept.	29th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... 85.00.00. B Class (1st Class) ... 85.00.00.
 STEAMERS (2nd) ... 68.00.00. STEAMERS (2nd) ... 68.00.00.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "C. DORISE" loading for HAVRE, ANTWERP & DUNKIRK, about 15th August.
 Also through B/Lading issued to HELSINKI, REVAL and RIGA.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

& QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, lounge and brilliant cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

HAICHONG ... Capt. J. S. Thomson ... 21st Aug., at 1 p.m.
 HAICHONG ... Capt. W. O. Passmore ... 24th Aug., at 1 p.m.
 HAICHONG ... Capt. Ellis Walker ... 28th Aug., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blakes Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General Managers.)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destinations
"KARHMR"	8,660	22nd Aug. Noon	Mars. Gib., London & Antwerp.
"ALIPPORE"	8,273	23rd Aug. Noon	Spore, Penang, Colombo & B'way.
"MACEDONIA"	11,689	7th Sept.	Spore, Penang, Colombo & B'way.
"SICILIA"	6,813	20th Sept.	Spore, Penang, Colombo & B'way.
"DONGOLA"	8,683	21st Sept.	Mars. Gib., London & Antwerp.
"MAINTUA"	10,902	5th Oct.	Spore, Penang, Colombo & B'way.
"SUDAN"	6,686	19th Oct.	Spore, Penang, Colombo & B'way.
"KARHMR"	8,660	2nd Nov.	Mars. Gib., London & Antwerp.
"MACEDONIA"	11,689	15th Nov.	Spore, Penang, Colombo & B'way.
"SICILIA"	6,813	29th Nov.	Spore, Penang, Colombo & B'way.
"DONGOLA"	8,683	12th Dec.	Mars. Gib., London & Antwerp.
"MAINTUA"	10,902	26th Dec.	Spore, Penang, Colombo & B'way.
"SUDAN"	6,686	9th Jan.	Spore, Penang, Colombo & B'way.

1924.

MARSEILLES & LONDON

via Usual Ports of Call

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,052	1st Sept.	Singapore, Penang & Calcutta.
"JANUS"	4,824	4th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	1st Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	8th Oct.	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver.
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"MAINTUA"	10,902	24th Aug.	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	6,813	29th Aug.	Shanghai.
"TANIA"	6,956	29th Aug.	Yokohama & Kobe.
"KARHMR"	8,660	31st Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

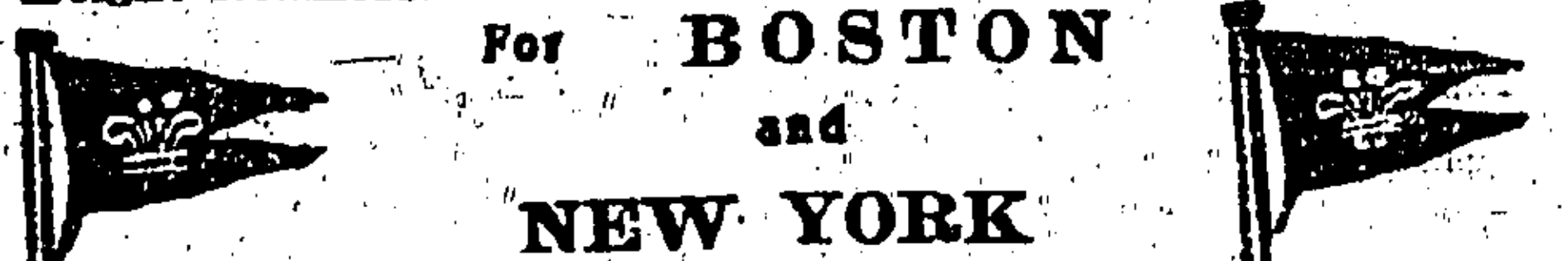
* Passengers for Rangoon must delay their own Hotel expenses at Singapore while waiting the on carrying steamer.
 First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passengers' Fares, Freight, Handbooks, etc., apply to—
MACKINNON MACKENZIE & CO.,
 22, Des Voeux Road, Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
 (Incorporated in Great Britain)
 81, George's Building (21)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
 LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.
 "LONDON MARU" ... Sunday, 16th Sept.
 RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.
 "CHICAGO MARU" ... Tuesday, 18th Sept.
 BOMBAY—fortnightly service via Singapore and Colombo.
 "SUMATRA MARU" ... Monday, 20th Aug.
 "ARGUN MARU" ... Tuesday, 4th Sept.
 SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.
 "BUSEO MARU" ... Saturday, 1st Sept.
 CALCUTTA—Monthly Service via Singapore and Rangoon.
 "HONOLULU MARU" ... Wednesday, 12th Sept.
 VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
 "HAWAII MARU" ... Friday, 31st Aug.
 NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.
 "ATLAS MARU" ... Beginning of Sept.
 JAPAN PORTS—Kobe, Yokohama via Shanghai ... Friday, 21st Sept.
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.
 "AMAKURA MARU" ... Wednesday, 22nd Aug. Noon.
 TAKAO via SWATOW & AMOY ... Thursday, 23rd Aug.
 "BOSHU MARU" ... Monday, 2nd Sept.
 TAKAO & KEELUNG ... Monday, 2nd Sept.
 "TOYEN MARU" ... Monday, 2nd Sept.
 For sailing dates and further particulars, please apply to
 K. SUMI, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI & TSINGTAO	"SHANTUNG"	On 20th Aug., 4 p.m.
JAVA	"TAIKOOVANYI"	On 21st Aug., 9 a.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 21st Aug., 9 a.m.
AMOY & SHANGHAI	"SUNNING"	On 22nd Aug., 9 a.m.
CHEFOO & NEWCHWANG	"HANYANG"	On 22nd Aug., 9 a.m.
MANILA	"TEAN"	On 23rd Aug., 4 p.m.
SWATOW & SHANGHAI	"LIANGCHOW"	On 23rd Aug., 4 p.m.
HONGKONG	"CHENAN"	On 24th Aug., 10 a.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 83.

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES, AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila
"CHANGSHA"	25th August	28th August, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

Telephone Central No. 36.

(JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.**TO LOS ANGELES AND SAN FRANCISCO****FROM HONGKONG BY DIRECT ROUTE.**

U.S.S.B. "West Chopaka" ... Due Hongkong 31st Aug.
 U.S.S.B. "West Carmona" ... Leave Hongkong 1st Sept.
 U.S.S.B. "West Carmona" ... Due Hongkong 1st Sept.
 U.S.S.B. "West Carmona" ... Leave Hongkong 1st Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH HILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.**TO MANILA AND SINGAPORE.**

U.S.S.B. "West Carmona" ... Due Hongkong 1st Sept.
 U.S.S.B. "West Carmona" ... Leave Hongkong 1st Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for
 JAPAN-CHINA-PHILIPPINES
 INDO-CHINA-STRAITS & JAVA.
 1st Floor, Queen's Building, Prince's Street, No. 200.
 K. A. HEYUM, Sec. Agent.

DODWELL & CO., LIMITED**NEW YORK BERTH****For BOSTON & NEW YORK via SUEZ**

S.S. "BOWES CASTLE" ... sailing on or about 12th Sept.

LLOYD TELESTINO.**TAKING CARGO ON THROUGH BILLS OF LADING FOR**

LEVANT, BLACK SEA & DANUBE PORTS.

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE" ... sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.
 Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

